REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,386.—New Series. BOMBAY:—THURSDAY, OCTOBER 10, 1872. Subscription in Advance. { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

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Half Year	,, 24
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

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line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	*8 As. per Line.*
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, *special* contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship HIMALAYA, 1,341 Tons, 250 H.P., Commander J. Heasman, will be despatched on SATURDAY, the 19th October 1872, at 4 P.M.

Oct. 1872.		Oct. 1872.
Leave BOMBAY 19	Leave Colombo	28
,, Ratnagherry 20	,, Galle	29
,, Vingorla 20		Nov.
,, Carwar 21	,, Negapatam	1
,, Mangalore 22	,, Madras	3
,, Cannanore 23	,, Coconada	5
,, Tellicherry 23	,, Vizagapatam	6
,, Calicut 24	,, Bimlipatam	6
,, Beypore 24	,, Gopaulpore	7
,, Co-chin 25	,, False Point	9
,, Alleppy 26	Arrive CALCUTTA	10
,, Tuticorin 27		

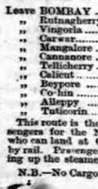
This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Coimbatore may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., *Agents.*

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship CASHMERE, 1,028 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on FRIDAY, the 11th October, 1872, at noon.

Oct. 1872.		Oct. 1872.
Leave BOMBAY 11	Leave BUSREH	27
Arrive Kurrachee 14	Arrive Fao	30
,, Gwadur 16		Nov.
,, Muscat	,, Bushire	1
,, Bunder Abbas 20	,, Linga	6
,, Linga 22	,, Bunder Abbas	8
,, Bahrein 24	,, Muscat	10
,, Bushire 24	,, Gwadur	12
,, Fao 26	,, Kurrachee	14
BUSREH 27	,, BOMBAY	18

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., *Agents.*

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY, commencing from the 27th September 1872.

The Steam-ship PUNJAUB, 1,400 Tons, 266 H.P., Commander W. Sanders, will be despatched on FRIDAY, the 18th October 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., *Agents.*

STEAM TO SURAT.

THE well-known S.S. TAPTEE, C. P. DeCosta, Commander, will sail for Surat on FRIDAY the 11th instant, at 11 A.M., positively.

For Freight or Passage apply to the Undersigned, No. 14, Meadow Street.

DADABHOY JAMSETJEE, Agent.

BROACH AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies between BROACH and GOGO.

FARES FROM BROACH TO GOGO.

First Class	...	...	...	...	...	Rs. 5 0
Second Class	...	...	...	...	...	,, 3 8
Third Class	...	...	...	...	...	,, 1 8
Horses	...	...	...	...	...	,, 4 0
Carriages	...	...	...	...	...	,, 4 0

Until further Notice, the Steam Ferry Boat will leave Gogo every MONDAY, WEDNESDAY, and FRIDAY, and Broach every TUESDAY, THURSDAY and SATURDAY.

Further particulars can be learnt on application to the Undermentioned Agents:—

FURDOONJEE JEEVUNJEE at Broach.

DINKER NARRAYEN at Gogo.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay, 9th October 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 24th, on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To Aden	1st Class.	2nd Class.	3rd Class.
	415	.....	24
Suez	36	22	8
Port Said	35	34	.....
Alexandria	35	34	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Including Wine. Without Food.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay:—

PERSIA, on FRIDAY, 1st November 1872.

INDIA, on SUNDAY, 1st December 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

OVERLAND PASSENGERS AND TRAVELLERS

Should provide themselves with the following useful requisites from the

ESTABLISHMENT OF

ASQUITH AND COMPANY.

Deck Suits	Rs. 17	0
Overland Suits	27	0
Warm Suits	35	0
Overcoats and Inverness Capes	35	0 to 45 0
Sleeping Suits	6	8 to 17 0
Dressing Gowns	10	0 to 23 8
Pyjamas ..... half doz.	16	8 to 18 8
Oxford Shirts ..... half doz.	36	0 to 48 0
White do. ..... ,,	22	8 to 28 0
Printed Cambric ..... ,,	22	8 to 28 0
Best Flannel ..... ,,	49	0
Silk and Wool Shrunk ..... ,,	54	0
Under Vests, Warm ..... ,,	19	0 to 30 4
Merino Pants ..... ,,	30	0
Cotton Socks, Warm ..... per doz.	9	8 to 16 8
,, Merino ..... ,,	15	8 to 19 0
Lounging Drawers ..... per pair	2	0
Knitted Cardigan Jackets ..... each	9	8
Warm Gloves ..... per pair	2	4
,, Mitts ..... ,,	1	8
,, Mufflers ..... ,,	2	0
Scarves and Ties ..... each	1	12 to 3 0
Cambric Handkerchiefs ..... per doz.	5	0 to 18 0
Travelling Caps and Hats, &c.	3	8 to 7 0
Railway Portmanteaus	23	0 to 28 0
Overland Trunks		
Solid Leather Rivetted	52	0 to 68 0
S-lid Linen Bags	4	12 to 5 12
Cash and Courier Bags	6	12 to 9 0
Overland Chairs (Best Birch)	9	8 to 13 8
Travelling Pillows	1	12 to 2 0
Sheets—Best Twilled (washed) ..... per pair	3	8 to 13 8
Pillow Cases	1	8
Rugs, Best Witney ..... each	12	8 to 17 8
Scarlet Blankets ..... ,,	11	0
Rug Straps ..... ,,	2	0

ASQUITH & COMPANY,

22, APOLLO STREET, BOMBAY.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 14th October, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ——, Capt. ——, R. B. Hall, will LEAVE for SUEZ above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, *Superintendent.*

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 22nd October, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. HYDASPES, (2,983 tons and 500 H.P.), Captain J. M. Rogers, will be despatched, as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 19th October.

GEORGE F. HENRY, Superintendent.

SALES BY AUCTION.

HEERALALL AND COMPANY.

SALE OF VALUABLE LANDED PROPERTY IN OODERIA STREET.

On TUESDAY, the 15th instant, at 4 P.M., Messrs. HEERALAL and Co. will sell by public auction, on the premises, by order of the Memon alias Allee, and on account and at the risk of Insolvent Mahomed Alee bin Ebrahim Bucker:—

All that piece and parcel of ground together with the dwelling-house standing thereon, situate in Ooderia Street without the Fort walls of Bombay in sub-district Mazagon, registered under No. 1447 and assessed under No. 88 admeasuring 29 3-9 square yards or thereabouts, and bounded on the east by the Ooderia Street, on the west by the surveyor's passage, on the north by the property of Emoos Munjerkur, and on the south by the property of Mahomed Ebrahim bin Goolam Mohedeen Curmooleer.

AUCTION SALE OF LANDED PROPERTY AT CHINCH BUNDER.

On SATURDAY, the 17th instant, Messrs. HEERALAL & Co. will sell by public Auction, the undermentioned property in two Lots on the premises by order of the mortgagee and on account and at the risk of Mortgagor Meeya Mahomed Sallay bin Fukroodin Ghunkoothar.

LOT No. 1, at 4 P.M.

All that the messuage, tenement or dwelling house standing on the furzundaree ground of Ludhabhoy Ebrahim, situate, lying, and being on the southern side of Chinch Bunder first row in the Island of Bombay in the sub-district of Mandvee and bounded as follows, viz.:—On or towards the north by the Jooma Masjid, on or towards the east by the house of Syed Adamjee, on or towards the south by the said Chinch Bunder first row, and on or towards the west by the property of Ludhabhoy Ebrahim.

LOT No. 2, at 4½ P.M.

All that the messuages, tenements or dwelling hou es standing on the furzundaree ground belong ng to the said Ludhabhoy Ebrahim, situate, ly ng and being on the eastern side of the Don Tao street row in the Island of Bombay in the sub-district of Mandvee and bounded as follows, viz.—On or towards the north by Chinch Bunder first row, on or towards the east by the public sweeper's passage, on or towards the south by the house of Kootboodin Mahomed Hoosian Moosa, and on or towards the west by the Public Road called Don Tao second row.

AUCTION SALE OF VALUABLE LANDED PROPERTY in Bhoosaree Molla or Baloo Sarung Street.

On FRIDAY, the 18th instant, at 4 P.M., Messrs. HEERALAL and Co. will sell by Public Auction, on the premises, by order of the Mortgagee and on account and at the risk of the mortgagor Fuckeer Mahomed bin Aboobucker Kharkur Shaik Oomer bin Aboobucker Kharkur Fatmabai daughter of the late Aboobucker Kharkur, Mahomed bin Ebrahim bin Dadoo Meeya Caderjee, and Hajee Ismailee bin daughter of the late Dadoo Meeya Caderjee, the following landed property:

All that messuage, tenement, or dwelling house standing on the furzundaree ground, situate, lying, or being on the west side of Bhoosaree Moolla or Baloo Sarung Street, in the Island of Bombay in sub-district of Mandvee, assessed under No. 55, admeasuring 1,600 feet in length, and 81 feet in breadth or thereabouts, and bounded on the east by the Bhoosaree Moolla or Baloo Sarung Street, and on the west by the sweeper's passage, and on the north by the property of Khoja Hassum Nansee, and on the south by the property of Bapoo Saheb Dhoroo.

HEERALAL & Co.

Bombay, 10th October 1872.

NEW ADVERTISEMENTS.

NOTICE.—The PAPER CURRENCY DEPARTMENT will be CLOSED on FRIDAY and SATURDAY, the 11th and 12th instant.

A. R. GORDON,
Assistant Commissioner of Paper Currency.
Paper Currency Department, Bombay, 9th October 1872.

CHAMBER OF COMMERCE MEASUREMENT.—It is hereby notified, that the MEASUREMENT FEE on all BALES of COTTON, and BALES or CASES of OTHER PRODUCE, is from THIS DATE REDUCED from FOUR PIES to a QUARTER ANNA per BALE or PACKAGE.

By Order,
JAMES TAYLOR, Secretary.
Chamber of Commerce, Bombay, 9th October 1872.

NOTICE.—TENDERS will be received up to 1 P.M. of the 15th instant, by the Executive Commissariat Officer, Presidency, for the SUPPLY of 4,000 (or any less number) of BLANKETS of the size and description, which may be seen at this Office.

Any one desirous of tendering Blankets of a description different to the Muster should forward sample Blanket with Tend r.

A deposit of 10 per cent. on the tendered value of the Blankets should accompany Tenders.

E. L'ESTRANGE, Major,
For Executive Commissariat Officer, Presidency.
Executive Commissariat Office, Bombay, 8th October 1872.

In the matter of the Estate of SHETT LULLOOBHAI PANACHUND.

NOTICE.—The FINAL or FOURTH DIVIDEND, at the rate of (5 per cent.) HALF PER CENT., will be made by the Trustees on and after the 15th October instant, to the Creditors of the above Estate, who have proved their Claims according to the terms of the Deed of Trust.

BECHERDASS AMBAIDASS, Trustee.

જમનાદાસ મુલ્લાખચંદ તરફથી.

Ahmedabad, 7th October 1872.

LETTS' DIARIES for 1873 on sale by TREACHER & Co. (Limited).

TO AMATEUR THEATRICALS AND OTHERS.

FOR SALE, the whole of the NEW SCENERY, painted by Herr Freyberger for LEWIS'S DRAMATIC COMPANY, and only used ONE MONTH.

Particulars furnished on application.

A small stock of STAGE PROPERTIES, consisting of CROWNS, SWORDS, JEWELLED ORNAMENTS, WIGS, BEARDS, &c., &c.

SOUNDY, BRESLAUER, & CO.,
BOMBAY.

COOPER AND Co.,
MEADOW STREET, FORT, BOMBAY.

Romance History of India, by Counter	Rs. 3 4
Acts of Guaranty, by Young	4 12
Barry's Conveyancing Forms and Precedents	13 4
Military Men I have met	4 12
Rose Bellis. Vol. XVI.	3 4
Mommy, by Mrs. Loudon	1 4
Joshua Marvel	1 4
Austin Elliot, by Kingsley	1 4
Hard Cash, by Charles Reade	1 12
Peg Wellington	1 4
The Finding of Dr. Livingstone, by Stanley	0 10

LETTS' DIARIES FOR 1873.
PERIODICAL LISTS ON APPLICATION.

LAMPS! LAMPS!! FOR KEROSENE, PETROLEUM, & PARAFFIN.

WRIGHT AND BUTLER,
EXPORTERS AND MANUFACTURERS.

AMERICAN BURNERS AND FIXINGS.

PHOTOGRAPHS UPON APPLICATION.

Everything appertaining to this Trade.

Orders must be sent through an English House or accompanied by 60 days' draft.

Birmingham—New John Street, West.

Entrée of the celebrated "Eclipse."

No Chimney Burner.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay:

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.

And of the principal Firms in India and the Colonies.

WANTED.

FORT.—BOARD and RESIDENCE is offered to ONE or TWO GENTLEMEN in a house pleasantly situated. Address "G. W.," care of *Bombay Gazette*.

WANTED, 40 or 50 H. P. ENGINE, with Pumping Connections and Appliances. Also 200 to 300 feet of 12" PUMPS, adaptable to Mining purposes. State where to be seen, condition, and price to CHAS. MAYNARD, Esq., Mining Engineer and Agent of the Nerbudda Coal and Iron Co., Gadawarra, Central Provinces.

HOUSES, &c., TO LET.

PART of a large HOUSE TO LET in a most healthy and airy situation, near the Hope Hall Hotel. Apply to W. B. at Messrs. PEEL CASSELS & Co's Office, in Elphinstone Circle.

NOTICES.

NOTICE OF REMOVAL.

WE beg to inform our Customers and the Public, that we have THIS DAY REMOVED to No. 3, HORNBY ROW, opposite the New Post-Office.

FAVRE, LEUBA, & Co.

1st October 1872.

NOTICE OF REMOVAL.

WE beg to inform our Friends and the Public that we have THIS DAY REMOVED to No. 3, Hummum Street, (formerly occupied by Messrs. Grant and Son).

THOMSON & Co.,
Chemists and Druggists.

NOTICE.—JAFFER SULLIMAN & Co. have REMOVED their place of business from MEADOW STREET to No. 5, HUMMUM STREET.

All Correspondence should be addressed to the latter place.

TO BE LET, a well furnished BUNGALOW at Parell, with a nice Garden attached to it.

Also, TWO BUNGALOWS at Matheran, for next October Season (called Rose Hill and Keepsake).—Apply to

JAFFER SULLIMAN & Co.,
5, Hummum Street, Fort.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that the BANK, HER MAJESTY'S TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS BANK, will be CLOSED on FRIDAY and SATURDAY, the 11th and 12th, on account of DUSSARA HOLIDAYS.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 7th October 1872.

NOTICE.—Applications will be received by the Undersigned for the OCCUPATION, from the 10th October 1872, of PLOTS of GROUND at the COTTON GREEN, Colaba, containing about 15,000 square feet, should accompany the application. This amount will be forfeited in case of any evasion or delay in signing the Deed of Agreement or paying the full purchase money in advance before the 10th June.

Further particulars may be learnt on application to

KAHANDAS MUNCHARAM,
Executive Engineer, Presidency.
Executive Engineer's Office, Bombay, 25th Sept. 1872.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

INSURANCE.

THE UNDERSIGNED are prepared to accept every description of FIRE and MARINE RISKS in the following offices at most favourable terms. Particulars can be ascertained on application:—

FIRE INSURANCE.

The London and Lancashire Fire Insurance Company.
,, Samarang Fire Insurance Company.
,, Transatlantische Fire Insurance Company.
,, Batavia Fire Insurance Company.

MARINE INSURANCE.

The Batavia Sea and Fire Insurance Company.
,, China and Japan Marine Insurance Company.
,, Rhein Westpa. Lloyd's Transport Insurance Company.
,, Samarang Sea Insurance Company.
,, Swiss Lloyd's Transport Insurance Company.
,, Vaterlandische Transport Insurance Company.

VOLKART BROTHERS, Agents.

BOMBAY FOOTBALL CLUB.—ATHLETIC SPORTS will be held on TUESDAY, the 15th inst., when the following Programme will be carried out:—

110 Yards (Handicap) Race (open to members of any recognised Club in Bombay).

1st Prize	Rs. 15
2nd ,,	,, 5

2.—220 Yards Race, for Soldiers and Sailors.

1st Prize	Rs. 15
2nd ,,	,, 5

3.—Half-mile Handicap (open to members of any recognised Club in Bombay).

4.—Dhobies' or Bhoesties' Bullock Race, to be ridden by Sailors of H. M.'s Navy.

1st Prize	4lbs. of Tobacco
2nd ,,	2lbs. of Tobacco

Last man in, 1 lb. of Tobacco.

5.—120 Yards Hurdle Race.

6.—Three-legged Race.

Entries for the above to be made to the Undersigned not later than FRIDAY, the 11th instant.

W. M. TENNENT,
Honorary Secretary.

Victoria Buildings, Fort.

NOTICE is hereby given, that TIMBER SALES will take place in the above Ghaut Depots of the Kanara Zilla in the month of December next.

2nd. The sale at the Hullial Depot, in the Soopa Talooka, will commence on MONDAY, the 6th January 1873.

3rd. The sale at the Kat-ur Depot, in the Sirsy Talooka, will commence on MONDAY, the 20th January 1873.

4th. The sale of the Kat-ur Depot, in the Sirsy Talooka, will take place on MONDAY, the 20th January 1873.

5th. The probable quantity of Timber that will be put up for sale is as follows:—

Talooka and Depot.	Teak. Logs.	Teak. Candies.	Black-wood. Logs.	Black-wood. Candies.	Jungle-wood. Logs.	Jungle-wood. Candies.	Teak small wood. Logs.	Teak small wood. Candies.	Teak Poles. Logs.	Teak Poles. Candies.
Soopa Talooka, Hullial Depot	6,876	7,180	3,29	331	2,094	2,718	2,378	369	1,800	474
Yellapoor Talooks, Yellapoor Depot	1,529	1,533	3	6	2,287	2,68	...	...	...	...
Yellapoor Talooks, Kirwatty Depot	199	198	21	10	271	255	...	...	...	...
Sirsy Talooks Katoor Depot	614	541	...	...	...	...	...	...	...	...
Sirsy Talooka Singinhully Depot	94	98	...	...	1,521	1,688	...	...	...	...
Total	9,312	9,462	353	347	6,173	7,342	2,378	369	1,800	474

6th. The Timber will be put up in lots, of which the computed measurements as registered in the Government accounts will be stated. Bids must be made by the Lot and not by the Candy. No disputes regarding the contents of any lot will be listened to after the sale.

7th. Timber will be put up at a moderate upset price and knocked down to the highest bidder.

8th. A deposit of 15 per cent. must be made on the day of sale, and the remainder of the purchase money paid within two months from the date of sale, failing which, interest will be charged at the rate of (12) twelve annas per (100) one hundred Rupees per month.

9th. No Timber can be removed till the whole of the purchase money is paid.

10th. All Timber must be removed from the Depots and Branch Depots before the 31st March 1873, failing which a rent of (1) one anna per mensem per piece will be charged.

11th. If the Timber is not removed and the full price, and such interest on the purchase money, as may be due under rule 8th above, paid by the 1st April 1873, it will be forfeited, as well as the amount deposited, and the Timber re-sold at the risk of the first purchaser.

W. PEYTON, Major,
Conservator of Forests, Southern Division.
Conservator's Office, Southern Division, Camp Belgaum,
5th October 1872.

TIMBER SALE IN CANARA, BELOW GHAUT DEPOTS.

NOTICE is hereby given, that the Undermentioned TIMBER, the property of Government, will be SOLD by PUBLIC AUCTION in November and December 1872, at the Ports of Karwar, Gungawally and Soonksal:—

Depots.	Teak best South-ern. Logs.	Teak best South-ern. Candies.	Black-wood. Logs.	Black-wood. Candies.	Jungle-wood. Logs.	Jungle-wood. Candies.	Fire-wood. Tons	Date of Sale.
Karwar	1,495	3,390	33	44	458	1,473	170	Nov. 25th.
Gungawally	156	143	33	29	5	54	...	Dec. 9th.
Soonksal	50	23	...	...	1,100	1,475	...	Dec. 2nd.
Total	1,701	3,536	66	73	1,563	2,933	170	

The whole will be arranged in convenient lots and put up for sale at a moderate upset price.

Terms.—On the day of sale the buyer to deposit 15 per cent. of the purchase money.

The balance of sale price is due on or before the 1st March 1873.

All the lots to be removed from the Depots before the 1st April 1873.

Further particulars of sale and rules may be obtained at the Office of the Superintendent of Timber Depots, Karwar, and the Sub-Assistant Conservator of Forests, Honore.

W. PEYTON, Major,
Conservator of Forests, Southern Division.
Conservator's Office, Southern Division, Camp Belgaum,
5th October 1872.

LEA AND PERRINS' CELEBRATED WORCESTERSHIRE SAUCE.

Declared by Connoisseurs to be THE ONLY GOOD SAUCE.

Caution against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper and bottle.*

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their Correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their night may be infringed.

Ask for Lea & Perrins' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester, Crosse and Blackwell, London, &c., &c., and by Grocers and Oilmen universally.

NOTICES.

IMPORTANT ANNOUNCEMENT.

ASQUITH AND COMPANY,
SHIRT-MAKERS,
HOSIERS, AND GENERAL OUTFITTERS,
22, APOLLO STREET, BOMBAY,

BEG to announce the arrival of new Goods for the present Season.

Owing to the unsettled state of the Home Markets, the Prices we now quote are subject to a rise or fall, in *Material or Labour.*

The Goods, being specially manufactured for us, will be found thoroughly suited to this climate.

PERFECT FITTING SHIRTS.
NEW AND CHOICE MATERIALS.

	Cash. Rs. a.	Credit. Rs. a.
OXFORD CLOTH—All the new patterns in this favourite material, which is cool, shrinkless, and absorbing ... ...Six for	36 0	42 0
TAFFETA—*A material gaining great favour*, being moderate in price, extremely soft, and for comfort equal to the wear of the best spun silk ... ...Six for	36 0	42 0
SILK AND WOOL—Neat patterns and thoroughly shrunk ... ...Six for	52 0	58 0
FLANNEL—Do. do. do. ...Six for	49 0	56 0
FRENCH PRINTED CAMBRIC, with Collars attached ... ...Six for	28 0	31 8
PRINTED CAMBRIC, with Collars attached. A most useful Shirt ... ...Six for	22 8	25 8
BEST WHITE SHIRTS, fine Linen Fronts and Cuffs ... ...Six for	28 0	31 8
LONG CLOTH SHIRTS, Cambric Fronts and Cuffs ... ...Six for	22 8	25 8
DRESS SHIRTS, embroidered Fronts...From each	7 8	8 8

The above made to measure, or can be had ready for immediate wear

FROM

ASQUITH AND COMPANY,
SHIRT-MAKERS.

LUND'S PATENT JEWELLERY,
IVORY AND GOLD,
WARRANTED 14-CARAT.

	Cash. Rs. a.	Credit. Rs. a.
Front Studs	4 0	5 0
	1 8	1 12
Collar Studs	1 12	2 0
	2 0	2 4
Solitaires	3 0	3 4
	4 8	5 8
Links	10 8	12 0
	12 0	14 0

WILL LAST FOR YEARS.

AGENTS:

ASQUITH AND COMPANY.

TAILORING DEPARTMENT,

IS NOW UNDER THE CAREFUL SUPERINTENDENCE OF AN EXPERIENCED CUTTER.

All orders entrusted to us receive great attention. Patterns and Instructions for self-measurement forwarded on application.

INDIA TWEED—A material manufactured of various mixed colours, very light and strong, and specially adapted for warm climates.

	Cash. Rs. a.	Credit. Rs. a.
Double Breasted Coat and Trousers	27 0	31 0
Best Blue Serge do. do.	27 0	31 0
Mixed Angola Suits ... ... from	30 0	34 0
Bedford Cord Riding Breeches or Trousers ... ... per pair	25 0	28 0
Fancy Angola Trousers ... ... from per pair	12 0	14 0
White Mess Jackets ... ...6 for	24 0	29 0
White Drill Trousers ... ... ,, ,,	30 0	34 0
Striped do. do. ... ... ,, ,,	33 0	37 0
Best Linen Drill Co. ... ... per pair	9 0	10 0
Morning Coats ... ... from	29 0	32 0
Dress Suits	75 0	85 0
Super do. do. ... ... lined silk	85 0	95 0

ASQUITH AND COMPANY.

HAT DEPARTMENT.

All the newest shapes just landed per P. & O. Steamship GOLCONDA.

	Cash. Rs. a.	Credit. Rs. a.
Lincoln and Bennett's celebrated Black Dress Hats	14 0	16 0
,, Drab Shells	11 8	13 0
Ellwood and Sons' extra quality Black Dress Hats	12 8	14 0
Best Drab Shells	8 8	10 0

SMALL BLACK FELT HATS FOR EVENING WEAR.

The Athol, Tavistock, Beaufort, Napier, Blenheim, Isis, Worthing, Stafford, &c. ... each	7	0	8 0

HELMETS.

ASQUITH & Co.'s celebrated White Cork and Felt Hunting Helmets, wide brim ... each	13	8	15 0
The Regulation White Helmet	14	8	16 0
,, a extra quality	16	0	18 0
Drab Hunting Helmets	8	8	10 0
Tweed Hats and Caps in great variety ... from	3	8	4 0
Boating and Cricketing Caps...	3	8	4 0

ASQUITH AND COMPANY.

OVERLAND TRUNKS, PORTMANTEAUS, &c.

	Inches.	Cash. Rs. a.	Credit. Rs. a.
GENT'S OVERLAND TRUNKS.—Best Japanned canvas, with strong brass locks and correct cabin height	27	23 0	26 0
	30	25 0	28 0
	33	28 0	32 0
	36	31 0	34 0
SOLID LEATHER PORTMANTEAUS.—Very best and strongest made copper riveted, with turn over edges, brass lever locks and best strong round	24	52 0	58 0
	26	58 0	61 0
CASH OR COURI

COMMERCIAL INTELLIGENCE.

CALCUTTA.—5TH OCTOBER.

The following transactions were reported:—
In Government Securities—
6 per cents. at from Rs. 101-4 to 101-12.
4½ per cents. of 1870, at Rs. 106-8.
4½ per cents. of 1872, at from Rs. 103-6 to 104-2.
5½ per cents., small sums, at Rs. 111-4.
In shares—
Bank of Bengal shares at Rs. 1,405 and 1,410.

SALES AND PURCHASES.

PIECE GOODS.

In consequence of the demise of Maharaj Runchodjee, about 80 years of age, the bazaar was entirely closed yesterday. Almost all of the dealers were in attendance at the funeral procession, so that there were very few dealers in the Fort to make offers. First holders continue as firm as we reported in our previous issues, and unless an advance of ¼ to 1 anna per piece be agreed upon by the dealers, they show very little disposition to effect sales. The following are our closing quotations:—

Grey Shirtings	40 inch	39 yds.	6 lbs.	Rs.	4	4	0	to Rs.	4	4	6
,,	,,	40 ,,	39 ,,	7	,,	,,	4	11	0	to ,,	4	12	0
,,	,,	40 ,,	39 ,,	8½	,,	,,	5	8	0	to ,,	5	9	0
,,	,,	45 ,,	39 ,,	7	,,	,,	4	15	0	to ,,	5	0	0
,,	,,	45 ,,	39 ,,	8	,,	,,	5	9	0	to ,,	5	10	0
Mad'polams	32	,,	24 ,,	3	,,	,,	2	2	0	to ,,	2	2	6
,,	50	,,	24 ,,	5½	,,	,,	3	11	0	to ,,	3	12	0
,, Jaconets	40	,,	20 ,,	2½	,,	,,	1	14	0				
,,	40	,,	20 ,,	2½	,,	,,	2	2	0	to ,,	2	2	6
Printers	28	,,	30 ,,	3	,,	,,	2	6	0				

The following sales are reported to have been made by European firms yesterday:—

1,250 pieces	Grey Shirtings	40 inch	39 yds.	8¼	lbs.	Rs.	2	9	6		
3,000	,,	,,	,,	40	,,	39	,,	8¼	,,	,,	5	10	6
1,000	,,	,,	,,	40	,,	39	,,	8¼	,,	,,	5	9	0

COTTON.

The following purchases are reported:—

50 candies	Old Veraval		at Rs.	147
25 ,,	,,	Veerumgaum	,,	201
200 ,,	New Oomrawuttee	(delv on the 28th Feb.)	,,	225
200 ,,	,,	,, (,,)	,,	225
150 ,,	,,	,, (,, on the 30th Jan.)	,,	230
100 ,,	,,	,, (,, full pressed)	,,	233
50 ,,	,,	,, (,, on the 28th Feb)	,,	227

SHIPPING.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
9	Elizabeth	Nesbitt	Rangoon.
	City of Cashmere	Bryce	Rangoon.

The following vessels obtained their port clearances yesterday:—
Brig Estrella de Damao, Nacoda, for Chittagong.
Steamer Mo'a, J. Hanna, for Malabar Coast.

HOOGHLY.

Oct. ARRIVALS.
5 Yeddo (s) ..... Osborne ..... London, Aug. 19.
Lady Melville ..... Courty ..... Madras, Sept. 26.
Oct. DEPARTURES.
5 Calcutta ....
Lord Lyndhurst ....

DAILY IMPORTS.—9TH OCTOBER.

FROM LIVERPOOL.

Leith (s), 55 boxes bar soap, Allybhoy Goolam Hussen; 800 bundles iron bars, Bell, Brandenburg & Co.; 50 casks glass-ware lamps, Kakeebhoy Pudumsee.

FROM LONDON.

Lumley Castle (s), 9 cases cochineal, Damoder P. nachund; 12 cases oilmanstore, 3 cases paper and envelopes, King, King & Co.; 51 cases champagne, Po hajee Pramjee & Co.

FROM TRIESTE.

Oreste (s), 2 cases glassware, Mirjajee Badroodin.

DAILY EXPORTS.—9TH OCTOBER.

FOR LIVERPOOL.

Hidalgo (s), 175 bales coir yarn, Doosabhoy Merwanjee & Co. 4 bales cotton, Panachund Jewar; 3 cases shawls, Sowmul Sobharam; 37 bales wool, Jumnadass Vizlall; 21 bales cotton, Cumalsee Premjee; 1 bale cotton, Bechedass Ambaidass; 5 bales cotton, Framjee Cawasjee P. P. Company.

FOR LONDON.

Nubia (s), 45 pieces E. teeth, Jairam Damoder; 121 bundles hides, Nemoo Gangjee; 30 bales silk, A. Tait; 25 cases feathers, Hassom Noormomed; 37 bags coffee, Forbes & Co.; 34 cases Gum, Ebram Hassom; 17 bundles hides, Mahomed Premjee; 10 bales silk, R. Habibbhoy; 8 bundles hides, Esajee Allybhoy.

FOR TRIESTE.

Oreste (s), 500 bales cotton, G. Sizg & Co.

FOR HAVRE.

Nubia (s), 46 bales cotton, Rawpurtab Loya.

FOR SUEZ.

Oreste (s), 1 pot sandalwood oil, and 1 pot coolsa oil, Cayamally Tyebally.

WEATHER REPORTS.

TUTICORIN, 9th Oct., 5-5 P.M.—Weather fine, wind west-north-west, thermometer 90, barometer 29·76.

VINGORLA, 9th Oct., 6-5 P.M.—Weather cloudy, wind south-west light, thermometer 86, rainfall 25 cents.

CARWAR, 9th Oct., 6-45 P.M.—Weather cloudy, wind light southerly thermometer 79-5, barometer 29·97, rainfall 20 cents.

MANGALORE, 9th Oct., 6-12 P.M.—Weather fair, wind north-west, thermometer 88.

CANNANORE, 9th Oct., 5 P.M.—Weather clear, wind south-west, thermometer 76, barometer 30 040.

BOMBAY GOVERNMENT TELEGRAPH

OFFICE—9TH OCTOBER, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 8th October, 5-7 P.M., Greenwich time. Time in transit, 1 hour 19 minutes.

Via Red Sea, 9th October, 11-30 A.M., Greenwich time. Time in transit, 3 hours 15 minutes.

Latest dates from Continent of Europe.

Via Russia, 9th October, 10-20 A.M., Greenwich time. Time in transit, 2 hours 55 minutes.

Via Turkey, 8th October, 10-20 P.M., Greenwich time. Time in tran-it, 8 hours 15 minutes.

Via Red Sea, 9th October, 10-5 A.M., Greenwich time. Time in transit, 4 hours 25 minutes.

Latest dates from America.

Via Red Sea, 9th October, 2-51 P.M., Greenwich time. Time in transit, 5 hours 4 minutes.

Latest dates from China.

Via Singapore, 9th October, 2-50 P.M. Time in transit, 6 hours 48 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 8th to 8 P.M. of the 9th October is as follows:—

To Bombay.	Max.	Min.
From Calcutta ...	0 30	0 5
,, Galle ...	one in	2 55
,, Kurrachee ...	2 12	0 4
,, Madras ...	1 42	0 18

TELEGRAPH LINE REPORTS.

KURRACHEE, 9th October, 8-30 P.M.—Latest dates from United Kingdom, via Russia, 9th October, 10-28 A.M.; via Turkey, 5th October, 6-30 P.M. Latest dates from Continent of Europe, via Russia, 9th October, 11-58 A.M.; via Turkey, 8th October, 10-30 P.M. Cable right to Fao; Turkish line right to Fera; Persian line right to London.

MILITARY.

ARRIVALS.—OCTOBER 9.

Reid, Lieutenant-Colonel, R. A., on duty, from Kirkee.
Finch, Captain, R. H. A., on duty, from Poona.
Sewell, Major, 1st Bn. L. I., on sick leave, from Futteyghur.
Blundell, Major, 3rd King's Hussars, on duty, from Ahmednuggur
Duck, Vet Surg, R. A., on duty, from Kirkee.
Haywood, Captain, Infantry, on leave, from Poona.

DEPARTURES.—OCTOBER 9.

Wingfield, Captain, 32nd Regiment, on leave, to Kamptee.
Baddeley, Lieut nant, Madras R. A., on leave, to Aurungabad.
Cooper, Lieutenant-Colonel, Staff N. D. A., to rejoin, to Ahmednabad.
Thacker, Colonel, 21st Regt. N. I., on leave, to Matheran.
Peddie, Captain, 8th Regt. N. I., to rejoin, to Poona.

POONA DIVISION ORDERS.

BY MAJOR-GENERAL J. T. GRANT, C.B.,
Commanding Poona Division of the Army.
Poona, 7th October, 1872.

The undermentioned officer has obtained leave:—
83rd Regiment.—Surgeon A. B. Hudson, from 6th October to 6th November 1872, privilege leave.

The undermentioned officer has obtained leave:—
59th Foot.—Captain W. F. H. Jones, from 5th to 30th October 1872, privilege leave.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 26th Sept. 1872.

H. E. the C.-in-C. is pleased, with the sanction of the Rt. Hon. the Governor General of India in Council, to make the following appointment:—

To be Garrison Instructor—Brevet Capt. A. L'E. H. Holmes, Ben. S. C., vice Capt. T. Graham, appointed Adjt. 19th Brigade R. A.

Captain Holmes is posted to Cawnpore.

The undermentioned officer is permitted to join the Officers' Surveying Class at the Thomason College, Roorkee, on the 1st Oct. next, with permission to study therein till 1st May 1873:—

Capt. C. F. Thomas, 6th N. I., vice Capt. G. W. Smith, 85th Foot, whose appointment to the College, published in G. O. C. C. dated 28th August 1872, p. 491, is cancelled.

The undermentioned candidates are reported to have passed the lower standard in Hindoostanee, on the 2nd Sept. 1872:—

Major R. C. W. Campbell, R. A.
Lt. F. J. Day, R. Engrs. Dept. P. W.
Lt. A. T. Boyle, 1st Battn. 17th Foot.
Lt. E. A. H. Webb, 1st Battn. 17th Foot.
Corporal E. Smyth, 1st Battn. 17th Foot.
Pte. C. Lee, 1st Battn. 17th Foot.
Pte. J. Connors, 62nd Foot.
Drummer J. Minnis, 62nd Foot.
Drummer W. Brereton, 62nd Foot.
Drummer F. Rogers, 62nd Foot.
Asst. Surg. J. J. Monteath, M.D., Civil Surgeon Cachar.

The following orders are confirmed:—

Meerut Division Order, dated the 10th Sept. 1872, appointing Surg. L. F. Dickson, M.D., to the medical charge Bengal Sappers and Miners, until further orders.

Agra Brigade Order, dated the 7th Sept. 1872, appointing Asst. Surg. W. M. Courtney to the medical charge of the 40th N. I., as a temporary measure.

54th Foot.—Regimental Order, dated the 23rd August 1872, appointing Lt. W. T. Timbrell to be Asst. Instructor of Musketry, from the 20th idem, vice Lt. C. H. Law, proceeded on leave.

60th Foot, (2nd Battalion.)—Regimental Order, dated the 19th August, appointing Lt. W. S. Anderson to act as Interpreter, during the absence of Lt. C. Hope, on duty at Murree.

1st Native Infantry.—Regimental Order, dated the 30th August 1872, making the following temporary appointments, consequent on the departure of Major L. H. P. De H. Larpent, Wing Officer and officiating 2nd in Command, on court martial duty:—

Capt. G. W. Hickcroth, 1st Wing Subaltern, to officiate as 2nd in Command, in addition to his other duties.

Capt. G. R. Grylls, Qrmr., to officiate as Wing Officer, in addition to his other duties.

3rd Native Infantry.—Regimental Order, dated the 2nd Sept. 1872, making the following temporary appointments, consequent on the departure on court martial duty of Lt. Col. R. Blair, Wing Officer and officiating 2nd in Command and Wing Officer:—

Major E. R. C. Wilcox, offg. Wing Officer, to officiate as 2nd in Command.

Capt. G. E. J. Maidman, offg. Adjt., to officiate as Wing Officer, in addition to his other duties.

4th Native Infantry.—Regimental Order, dated the 5th August 1872, directing Lt. W. P. H. Grey, 2nd Battn. 19th Foot, 2nd Wing Subaltern (on probation), to officiate as Qr. Mr. in addition to his other duties, vice Capt. H. E. Eliot.

31st Native Infantry.—Regimental Order, dated the 7th Sept. 1872, directing Lt. Col. E. G. Langmore, 2nd in Command and Wing Officer, to officiate as Comdt., in addition to his other duties, with effect from the 29th August 1872, in room of Bt. Col. H. M. Wilson, placed on the sick list.

The undermentioned officers have leave of absence:—

Royal Horse Artillery.—Bt. Col. C. H. Smith, C.B., (A Brigade,) to Simla, from the 15th October to the 15th Nov., on urgent private affairs, in extension.

Lt. H. W. Rooke, (E. Batty. D. Brigade,) to remain in England, on private affairs, from the 13th Nov. 1872 to the 13th Feb. 1873, in extension.

20th Hussars.—Veterinary Surg. F. D. Bray, to Simla, and the neighbouring hills, from date of leaving regiment to the 15th Oct., on medical certificate.

Royal Artillery.—Capt. R. E. Cane, (D Batty. 8th Brigade,) to Calcutta and Bombay, on private affairs, from the 11th Sept. to the 15th Oct.

[This cancels the leave granted to that officer in G. O. C. C. 2nd May, p. 217.]

Capt. and Adjt. H. F. Phillpotts, (13th Brigade,) to Bombay, for one month from date of departure, and thence to England, for twelve months from date of embarkation, on private affairs.

Capt. A. E. Garnault, (No. 6 Batty. 23rd Brigade,) to England, for fifteen months from date of embarkation, on private affairs.

6th Foot, (1st Battalion.)—Capt. D. K. Evans, to remain at Murree, from the 4th to the 15th October, on private affairs, in extension of the leave granted in G. O. C. C. 26th March 1872, p. 162.

Lt. G. H. C. Stracey, for one month, from date of leaving regiment, to port of embarkation, and thence to England, for fifteen months from date of embarkation, on private affairs.

19th Foot, (2nd Battalion.)—Capt. J. H. Kirke, to England, from date of embarkation, to appear before a medical board.

72nd Foot.—Lt. T. S. Gildea, (Instructor of Musketry,) to remain at Simla, from the 21st to the 30th Sept., on private affairs, in extension of privilege leave.

85th Foot.—Lt. D. A. A. Macpherson, to Calcutta, from the 12th Oct. 1872 to the 12th April 1873, to study the native languages.

[This cancels the leave granted in G. O. C. C. 15th August, p. 364].

Staff Corps.—Major D. Macintyre, (2nd in Command and Wing Officer 2nd Goorkhas), to Bombay, for one month from date of availing himself of it, to appear before a medical board.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)	Rs.	42	0	0
Half Year	*ditto* ..... ,,	24	0	0
Three Months	*ditto* ..... ,,	14	0	0
One Month	*ditto* ..... ,,	5	0	0
One Week	*ditto* ..... ,,	1	8	0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Full Mail Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free to India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	,,	0	4 0

THE MANAGER OF THE *BOMBAY GAZETTE* will feel obliged if the party to whom he lately sent a file of the *Gazette* for August will return the same without delay.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.

RESTORATION OF COMMUNICATION FOR PASSENGERS.

Arrangements have been made, by which on and after MONDAY, 7th October, PASSENGERS and SMALL PACKAGES can be CONVEYED in one day between BOMBAY and SURAT, crossing in boats the Par and Oruga Rivers.

The Mail Train service continues suspended, and Trains will run between Bombay and Surat, and Surat and Ahmedabad, until further notice as follows, calling at all stations:—

Mad. Time.		Mad. Time.
A.M.		A.M.
Bombay ..... Dep. 7-30	Ahmedabad ..... Dep. 8-15	
P.M.		P.M.
Surat ..... Arr. 7-45	Surat ..... Arr. 5-15	
A.M.		A.M.
Surat ..... Dep. 8-30	Surat ..... Dep. 8-15	
P.M.		P.M.
Ahmedabad ..... Arr. 6-25	Bombay ..... Arr. 8-0	

J. R. DUXBURY,
Traffic Manager.

Bombay, 5th October 1872.

NOTICE TO CORRESPONDENT.

A VOICE.—The attention of the railway authorities having been called to the matter by your former letter we do not think it necessary to publish any further communications on the subject.

ALL FOR FUN.—Your letter has been sent to the Secretary.

SUFFERER should make his complaint to Mr. Duxbury.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

BALLARD—September 20th, on board s. s. Tanjore, Jane Christine, daughter of Colonel Ballard, R. E., aged 8 years.

OTHER PRESIDENCIES.

BIRTHS.

FULTON—October 3rd, at Bangalore, the wife of Colonel Fulton, Commandant 36th Regiment M. N. I., of a son.

WATKINS—October 5th, at Perambore, the wife of Mr. Uriel Watkins, of a daughter.

DEATHS.

DODD—October 4th, at Nynee Tal, Christine, the dearly-loved wife of Captain Charles A. Dodd, H. M. Bengal Staff Corps, aged 29.

FALCON—October 5th, at Calcutta, Ida Louise, infant child of A. B. Falcon, Civil Service, aged nearly 6 months.

NELSON—October 3rd, at Calcutta, Maria Esther, the beloved wife of Mr. J. F. Nelson, of the P. W. Dept., aged 45 years, 9 months, and 28 days.

STEPHENSON—October 1st, at Compton's Gardens, Perambore Mr. Robert Stephenson, aged 65 years, 4 months, and 2 days.

The Bombay Gazette.

THURSDAY, OCTOBER 10, 1872.

EFFORTS, we are glad to say, are being made to afford pecuniary relief to the sufferers in Khandeish from the recent floods, and we are sorry to have to inform the public that in the Nassick collectorate, also, the recent flood has caused an immense amount of destruction of property and of consequent distress. Indeed it is doubtful if any part of the country has suffered so much from that cause as certain portions of the Nassick collectorate. The same flood that caused so much damage on the Bombay and Baroda Railway and in Khandeish, also caused immense damage in the Nassick districts of Baglen, Malligaum and Nandgaum, and the mischief done in these talookas arose chiefly from the rapid and extraordinary rise of the rivers Girna and Moosum. In the Malligaum talooka alone nearly one thousand houses were swept away; and, owing to the rise of the river being during the night, scarcely any of the property in them was saved by the unfortunate owners. Making all due allowance for official exaggeration, the value of house property destroyed is estimated at Rs. 1,12,000 and that of household goods destroyed at Rs. 60,500. Besides this the floods rose so high that they swept the fields on both sides of the rivers, entirely destroying the crops. The loss thus caused is estimated at Rs. 45,000. The damage caused to public roads, bridges, and buildings is estimated at Rs. 25,000. Thus the total damage in this single and by no means wealthy talooka amounted to the large sum of Rs. 2,42,500. Nearly an equal amount of damage was caused in the Baglen talooka, and a great deal of loss was also occasioned in that of Nandgaum. The loss altogether in these three poor talookas has amounted to the enormous sum of nearly five lakhs of rupees. Unfortunately in these very districts last year there was an almost entire failure of crops, and the people were consequently reduced almost to beggary. The second disaster to which they have been exposed has left them altogether destitute. Many have lost not only their houses and household goods and crops, but also their cattle, and thus the means of earning a livelihood has been taken away from them. We understand that Mr. Erskine, the Collector of Nassick, has taken all the means in his power to provide Government aid, and without waiting for sanction from Government has advanced funds to meet the immediate emergency. Local subscriptions also have been opened to relieve this great distress, but these along with the Government aid which can be granted will not be sufficient to meet the emergency, and therefore the charitable public of Bombay is appealed to for aid. There are not many wealthy people in the Nassick collectorate, nor have the people of that district been accustomed to give for public objects as have the inhabitants of Bombay, and it is obvious that the destruction of property to the amount of nearly five lakhs of rupees in three such talookas as those we have just mentioned, following upon a failure of crops last year, must plunge the inhabitants of them into a dreadful state of misery unless liberal aid be extended to them.

A CONTEMPORARY has lately re-started the question of diet for the European soldier in India, and has declared his belief that in case of epidemics such as cholera, good diet is a real preventive. So far we agree with him; a strong, healthy, well nourished man is far more able to cope with disease than those weakly, puny, dram-drinking wretches one so often meets with in the ranks; but then are these latter brought into this emaciated condition through any fault in the eating arrangements of Government? We trow not. We use the word eating advisedly, for with the canteen arrangements we never have agreed, and it is not likely we ever shall do so. So far, however, as the eating goes, we really think that the authorities do use their very best endeavours, and the liberality of their orders on the subject prove their willingness to do all in their power to secure the very best of food for their soldiers. Formerly a Commissariat executive could, by sundry well known means, force a Commanding Officer to take rations though condemned by a Regimental Committee; but this is no longer so. Meat, or other rations, once condemned by regimental officers can no longer be received as part of their men's rations; it must be changed. It is perfectly true that, by calling a special committee, the executive officer can defend himself, but no one can force the ration on the soldier. The inspections to which rations are subjected are too well known to need any repetition at our hands, and the result, in case of rejection, being as above stated, the remedy is in the hands of the men and officers.

Now regarding the supply of cheese and bacon to be paid for by the men (we quote our contemporary's meaning, if not his words), we have a few words to say. In the first place if these are issued by the Commissariat they will have to be issued gratis as rations, and this would, in our opinion at least, be nearly an impossibility, as the men would decline to receive them in full ration, and any equal distribution would not be at all satisfactory. Salt pork we have often known to be issued once a month or so, but when we come to tins of bacon, and bacon in canvass, the matter wears quite another aspect. But apart from the Commissariat there exists another department from which this cheese and bacon not only can be, but is obtainable. We allude to regimental coffee shops. The existence of these institutions appears to us to have been entirely overlooked. Did any of our readers ever enter a well regulated coffee shop after dark? if so, can he conscientiously say that the smell of the cooked viands was not most attractive? Can he, with due regard to truth, say that his own meals were, or seemed better than these? Can he report the absence of either pork, bacon, or cheese? Can he deny that the men seemed to enjoy, and in fact did enjoy their supper? Does he imagine that soldiers would pay for bad, or even indifferent rations or supplies, without complaint? The idea is monstrous, any one well acquainted with soldiers would laugh at it. Can any one deny that in the properly arranged coffee shops both cheese and bacon are available?

The idea of cheese commenced, we believe, first with Mr. Robertson of the Sydapet farm. He it was who demonstrated that the European in India was not equal to the European in England, because he was deprived of cheese. Now we have the greatest respect for Mr. Robertson as an agriculturist, but when he talks of soldiers, he must not be surprised if he gets taken up sharp. We will venture to say that there is not a soldier serving in any battery or regiment (European)—which boasts of a coffee shop—who cannot obtain both cheese and bacon if he is so disposed. The particular effects of such diet we leave to the medical profession, we only state that which we know to be a fact, viz., that pork and bacon are, almost universally, objected to by the profession on the plea that pigs are not cleanly fed animals in this country. Be this as it may, the fact remains undeniable that where Europeans do get pork or country cured bacon in this Presidency, they do so unbeknown to the authorities and render themselves liable to a heavy penalty in case of detection. The keeping of swine is strictly prohibited within cantonment limits, and who so bold as to risk their keeping beyond these said limits? Are we to turn to Europe for our supplies of bacon? Are we to pay wholesale prices to reimburse ourselves at retail at the price of the European soldier? The idea is absurd, some arrangement ought to be, must be made, by which this necessary, if so it be, can be supplied; the details are easy, and the result would be only gain to the *entrepeneur*. The other so-called necessity, as we have already shown, is freely supplied.

As regards the rations we have one word more to say. Lately Government has carried this detail rather to excess. Government slaughter yards have been established, and the Executive Commissariat Officer is supposed to, and in many cases does, superintend not only the slaughter, but also the fattening of both sheep and cattle. Any assistance he may require is freely given by the batteries and regiments present at the station. The failure, if any, rests with the men themselves, and it is not at all likely they will cut off their noses to spite their faces.

Finally, we may say, that so far as cholera is concerned, if the cause of it lies in want of proper nourishment or in idleness, or any other such thing, the very best cure is to fully employ the men for twelve hours out of twenty-four; should proof be wanted, witness the Artillery *versus* Infantry—the former employed every hour of the day—the latter, at the most, four.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

NEWMARKET RACES.

LONDON, 8TH OCTOBER.

The following is the result of the Cesarewitch run this day:—

Salvanos	1
Sylva	2
Enfield	3

LONDON, 8TH OCT., AFT.

The Liverpool Cotton Market to-day closed quieter but active.

Fair Dhollera, 6¾d.

The Manchester Market has been firm.

7 lbs. Shirtings	7s. 10½d.
8¼ do.	9s. 3d.
40's Mule Twist	1s. 2¼d.

The sums of £173,000 and £80,000 have this day been withdrawn from the Bank of England.

THE MAILS.

The Bombay mail of the 13th ultimo was delivered in London on the 7th instant.

THE *Englishman* has itself seen the absurdity of writing Mau, and now again writes Mhow.

LORD NAPIER OF MAGDALA will arrive at Moultan on the 21st instant, and will stay there six days.

A CRIMEAN Anniversary Dinner was given at Simla on the evening of Saturday, the 28th September.

MR. J. S. MACKINTOSH has been appointed Assistant Secretary to the Government of the North-Western Provinces.

THE railway traffic in Japan is increasing at a prodigious rate, and much difficulty is found in meeting its requirements.

SIGNOR MARRAS is preparing a great musical fete for the arrival of H. E. the Viceroy in Bombay. Some of Signor Marras' best pupils will come expressly to Bombay from Poona for the occasion.

IT is not intended to send out a successor to Colonel Godfrey Clerk as Deputy Assistant Quarter-Master-General in Egypt.

THE *Englishman* warns the public of a large hole in "Bau Bazar." Bau Bazar, the *Indo-European Correspondence* reminds its readers, is the thoroughfare leading from Dalhousi Squer to Sirkular Rod.

IT has been officially announced that the Oudh and Rohilkund Railway will be opened for public traffic to Fyzabad on the 15th November, to Bairam Ghat on the 1st November, and to Moradabad on the 15th October.

AN English paper says that Mr. Stanley has been told by Mr. Bennett to go to China and "tell the world all about it," and to be back shortly, as he is going to send him somewhere else. Where that somewhere else may be, nobody can tell.

MR. SEYMOUR KEAY, regarding whose appointment (afterwards cancelled by the Government of India) to a financial post under Sir Salar Jung, so much has been written of late, has returned to Hyderabad as the commerical agent there of Messrs. Nicol & Co., Bombay.

THE Fancy Dress Ball given by the Commander-in-Chief and the Engineer officers at Simla came off on the evening of the 1st inst. in the Assembly Rooms. The assemblage was a gay and a large one; dresses of every colour and of every age met the eye in every part of the ball room. Dancing was kept up with great spirit till dawn.

WHILST the Bengal Government forbids the newspapers in Bengal to advertise anything in the shape of a lottery, even for an Art Union distribution, we see that one of the latter description was publicly announced to come off at Benmore on the 2nd instant, under the very nose of the Supreme Government.

AT the meeting of the Council of the Governor-General, held on Wednesday last, Sir Richard Temple applied to His Excellency the President to suspend the Rules for the Conduct of Business, and, on the suspension of the Rules, introduced the Bill to consolidate and amend the Law relating to Inland Customs, and moved that it should be referred to a Select Committee with instructions to report in a week.

THE *Rangoon Mail* informs us of the whereabouts of Mirza Ali Kadir, the natural son of the late King of Delhi. The so-called Mirza is, where he has been ever since the Mutiny, at the civil station of Shoaygheen in company with two other "princes," all three drawing a pension of Rs. 25 per mensem. Four were originally in custody together, but one died about two years ago of hydrophobia, in consequence of the bite of a mad dog.

AN exceedingly compact little steam carriage for running at a high rate of speed on ordinary roads has lately arrived at Agra for His Highness the Maharajah of Jeypore. It runs on ordinary carriage wheels, is fitted with a neat little cased boiler and brass funnel, water tank with self feeding injection pipes, distance indicator, break and guiding levers; it has a cushioned seat in front and a seat at the back for the fireman, with moveable awnings at both ends, the whole weight of the carriage engine, tank and boiler, when filled, does not exceed a ton, the expenditure of fuel is very small,—a few seers of coal being sufficient to keep up steam for a very long distance. On Thursday morning last, when the carriage arrived at Agra, after being unloaded from the railway truck, it was pushed across the pontoon bridge by coolies, and as soon as it was safely landed on the other side, steam was at once got up and, amidst the enthusiastic shouts of the astonished natives, the new steam gharry started off along the Strand Road, keeping up a shrill whistle, almost as shrill as that made by the railway engines. At the first sound of the whistle a loud roar of delight issued from the crowd of natives, and all along the road the little carriage received a welcome ovation, the most phlegmatic of Oriental shopkeepers for once in their life throwing off their apathy and dancing with delight and wonder at the novel sight which met their astonished gaze. As soon as the carriage was will clear of the city end, out of the way of the dense traffic in the streets, speed was increased, and on the clear road under the walls of the fort, the speed attained was fourteen miles per hour. The sentry on guard at the ramparts could scarcely believe his eyes as he saw the novel conveyance fly past him, or his cars, at the sound of the steam whistle reverberating and echoing under the walls of the fort. The steam road-carriages, with omnibuses attached, which are to run between Agra and Muttra are daily expected, and steam road carriages will soon be no longer novelties; but at present the little pioneer in road steaming is attracting much attention, and is decidedly the lion of the day.

H. E. THE GOVERNOR.

HIS EXCELLENCY THE GOVERNOR and suite left for Singhur yesterday morning, and have taken up their residence in a bungalow belonging to Khan Babadoor Pudumjee Pestonjee, Esq. His Excellency and suite are expected to return to Poona by Friday next.—*Poona Observer*, Oct. 8.

MILITARY ITEMS.

CAPTAIN H. D. CATHCART, Staff Corps, has been allowed furlough to Europe, for two years, on medical certificate.

IT is rumoured that the 83rd Regiment will march from Poona to Bombay, instead of proceeding by rail.—*Poona Observer*.

WE see it stated that Major-General Wood succeeds General de Sausmarez in the command of the Hyderabad Subsidiary Force.

CAPTAIN W. H. ROSS, Staff Corps, Brigade Major, Poona, has been allowed furlough to Europe, for two years, on medical certificate.

LIEUTENANT H. T. E. LUCAS, Staff Corps, Adjutant 2nd Sind Horse, has been allowed furlough to Europe for two years, on medical certificate.

MAJOR H. P. CLOSE, Staff Corps, 2nd in Command 5th Bengal Goorkha Regiment, has been granted furlough to Europe for two years, under rule 9 of the furlough regulations of 1868.

ASSISTANT SURGEON HENRY ALFRED LEWIS, having completed twelve years' service, has been raised to the rank of Surgeon from 1st October 1872, subject to H. M.'s approval.

A CONTEMPORARY points out that the 7th M. N. I. has not been a lucky regiment. Though it has been continually knocked about for sixty years, it has never had its turn of the Presidency (Madras)!

CAPTAIN J. PHILIPS, Staff Corps, 1st Squadron Subaltern, Poona Horse, has been granted furlough to Europe for two years from the date of departure about the end of the current or beginning of next month.

THE authorities of the Royal Gun Factories, Royal Arsenal, Woolwich, have lately received an extensive order for 9-pounder muzzle-loading field guns for India to be constructed on the same principle and according to the pattern recently introduced for the field batteries of Royal Artillery in England. These are intended, it is understood, to supersede the bronze field guns manufactured both at the Dial-square, Royal Arsenal, Woolwich, and the Cossipore Foundry for the Indian service a few years since, when there was great faith placed in the bronze system.

THE HOLIDAYS AND THE RAILWAY COMPANIES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Are the Traffic Managers of our Railways going to offer the public inducements to travel during the coming holidays by extending the time to be covered by return tickets?

PENCIL.

THE INCIDENCE OF MUNICIPAL TAXATION.

THE following letter, addressed to the Editor of the *Times of India*, has also been sent to us:—

SIR,—Ever since the nomination of Mr. Narayen Vasudewjee to a seat in the Legislative Council, you have had several paragraphs in your paper, either written by yourself or extracted from local papers, speaking unfavourably of it. It appeared to me as if you had some personal grudge against him. If you had stopped there, I should have certainly remained silent, and allowed you to make up your differences between yourselves. But, in your issue of the 3rd instant, while commenting on Mr. Narayen's speech on the errors of the present fiscal system for municipal taxation in Bombay, you have entered upon a subject on which the soundness of your views is questionable. I request therefore that you will kindly give publicity in your next issue to a few notes which I have jotted down, showing the grounds on which I consider that the views propounded by you are unsound.

1. I cannot imagine how you, and those who think with you, overlook the injustice and unfairness of the Municipality of Bombay deriving nearly two-thirds of its revenue from a tax on income from house-property alone, and allowing the incomes from all other investments and profits from business, professions, and trade to go scotfree.

2. The "occupiers' rates" are a delusion, as the books of the Municipality will prove. Out of the 21,000 assessable properties in Bombay, about 14,000 houses are owned by persons who occupy them *themselves*. There are thus only 7,000 properties actually rented. On 4,500 of these the occupiers' rates are paid by the landlords, so that it is only on the remaining 2,500 properties that the occupiers' rates are at present paid by the tenants. The bill now before the Legislative Council proposes in section 101 to recover from landlords the occupiers' rates on upwards of 2,000 properties (which consist of chawls and ranges of rooms) out of the last mentioned figure, and if the bill should come into operation, it will leave a small fraction, consisting of only 472 bungalows in the whole island, chiefly occupied by Europeans, on which the occupiers' rates will be recovered from tenants.

3. The above incontrovertible facts will at once evidence to even the most sceptical that the distinction now existing between the house-rate as recoverable from house-owners, and the occupiers' rates, which are professedly and only in name recoverable from the tenants, has no existence in practice. It simply exists in theory, quite against the original intentions of the Legislature, which gave birth to it by passing Act II. of 1865.

4. If the 472 bungalows are left out of consideration, it will be safe and true to say that the lands and houses in Bombay will have entirely to bear the burden of both the house-rate and the occupiers' rates, which, when consolidated, amount to 10 per centum on the existing scale, viz., 6 per cent. for house-rate, and 4 per cent. for police and lighting, yielding an aggregate revenue of about 12 lacs a year.

5. If to this is added the revenue drawn from the water-rate and halalcore cess, which are also levied from house-owners on the rental of their houses, and which amount to about 6½ lacs, you will see that house property alone does actually bear nearly two-thirds of the whole municipal taxation of the island. I admit that the water-rate and halalcore cess are optional and are for service done

BOMBAY CHAMBER OF COMMERCE.

On Tuesday afternoon the annual general meeting of the Chamber of Commerce was held in the offices of the Chamber—the Hon. Mr. J. K. Bythell in the chair.

The Secretary read the list of business.

The Chairman suggested that the report of the Bombay Chamber of Commerce for the year 1871-72, presented to the present meeting by the Committee, should be taken as read.

This was agreed to.

Mr. T. H. Moore (Messrs. Campbell, Mitchell & Co.) proposed the following resolution :—"That the report of the Committee be received with thanks, and printed for general information together with the documents therein referred to. And that the members of the retiring Committee do now receive the thanks of the Chamber for their attention to its interests during the year of office now expired."

The motion was seconded by Mr. M. B. Manuel (Messrs. Ralli Brothers), and carried unanimously.

The Chairman, on behalf of the retiring committee, thanked the members of the Chamber very sincerely for the vote of thanks.

Mr. Donald Graham (Messrs. W. and A. Graham & Co.) proposed—"That the following gentlemen be appointed the Committee for the ensuing year :—*Chairman*—Hon. J. K. Bythell (Messrs. Gaddum and Co.); *Deputy Chairman*—Mr. James Macalister (Messrs. Finlay, Muir and Co.) ; *Members*—Hon. J. A. Forbes (Messrs. Forbes and Co.) ; Mr. R. E. Bickerdike (Messrs. Knoop and Co.) ; Mr. E. Lord (Messrs. Lyon and Co.) ; Mr. Robert Campbell (Agent Chartered Mercantile Bank) ; Mr. Sorabjee Framjee Patell (Messrs. Framjee Sands and Co.)"

The motion was seconded by Mr. Hamilton Maxwell (Messrs. Nicol & Co.), and carried unanimously.

The Chairman—It must be a matter of congratulation to the mercantile community that the long-delayed Port Trust Bill has at last made its appearance. The Committee, after considerable consultation on the subject, have come to the conclusion that it would be much better, before asking the Chamber to discuss the principle of this bill or to do anything in regard to it in a general meeting, to appoint a committee to go through its details and present the result to the Chamber. I have therefore to propose—"That a special committee composed of the undermentioned gentlemen be appointed to consider the provisions of the Bombay Port Trust Bill (Act V. of 1872), and to submit to the members of the Chamber by the 1st day of November next, a report embodying their opinion as to the representation that should be made to H. E. the Governor in Council by the Chamber in the matter :—*Convener*.—Captain G. F. Henry ; Hamilton Maxwell, Esq. ; Donald Graham, Esq. ; G. A. Kittredge, Esq. ; Edmund Lord, Esq. ; James Macalister, Esq. ; Thomas Wilson, Esq. ; A. E. Ashley, Esq. ; Walter Lang, Esq. ; M. B. Manuel, Esq. ; R. E. Bickerdike, Esq. ; K. C. MacIver, Esq. ; Sorabjee Framjee Patell, Esq. ; J. Sobe, Esq. ; and T. H. Moore, Esq. That the Committee of the Chamber be instructed to call a special general meeting of the Chamber to consider the special committee's report as soon as possible after its issue." I may mention that the Committee have already ordered a number of copies of the bill, one of which will be sent to each member of the Chamber within the course of a day or two. I think it would be better to adopt the plan suggested with regard to the discussion of this bill. We have named an early date because we thought it would be generally admitted that it was much to be desired that the recommendations of the Chamber should be in the hands of the Legislative Council by the time the special committee begins its sittings. With regard to the Municipal Bill it seems to have been a matter of regret that the representations of the ratepayers were made too late to be of any use in the discussion of the bill in detail ; and as to the Port Trust Bill, I think it is wise that the merchants of Bombay should be careful to have their representations ready not only when the bill is before the Council, but when it is being considered in committee. Government, you will find, have retained large powers to themselves, but on comparing this bill with the Calcutta Act, we find it to be nearly a repetition of the details of that Act, which has been working exceedingly satisfactorily. Concerning the general powers which Government have retained of stepping in and taking the management of the Port Trust at any time when they consider that course to be necessary, my own opinion is that it would be better for this Chamber not to make any representation on the subject, because seeing there is such a very large amount of money involved in the property of the Trust, which cost something like 2½ millions, I think we cannot expect that Government should put the management in the hands of the Trust without retaining the power to take it out of the Trust's hands if they felt it their duty to do so. I think that the principle we ought to go in for is that the Trust should be allowed the fullest possible power to manage harbour matters and all mercantile details, but that Government should step in when it thought that course to be necessary for the protection of public interests.

The Hon. Mr. Forbes seconded the motion, which was carried unanimously.

Mr. Donald Graham (of Messrs. W. and A. Graham) : Gentlemen,—I have the following resolution to propose—"That this Chamber having observed with regret that in the Municipal Bill (No. 3 of 1872) now under consideration by the Council of His Excellency the Governor of Bombay for making Laws and Regulations, provision has been made for levying a transit due of four annas per candy on all cotton passing through Bombay, and that section 114 of the same bill give the Municipal Corporation power with the sanction of the Government of Bombay, to vary the articles on and the rates at which Town Dues shall be levied in Bombay :—Resolved that the Committee of the Chamber be instructed to memorialize His Excellency the Governor of Bombay, and if necessary, His Excellency the Viceroy, to withhold sanction from the aforesaid bill until those objectionable provisions are expunged, and to point out :—1. That to institute a system of transit dues in Bombay would be directly to help to destroy a trade that is already heavily burdened in many ways, and would moreover be acting in direct contradiction to the orders contained in the Government of India's minute dated 14th November 1868. 2. That the aforesaid section No. 114 virtually gives the Government of Bombay power to impose a transit due on every article of trade in Bombay, because the condition under which it is proposed to give a return of duty will to a very great extent prevent exporters from availing themselves of it." I little thought a few months ago that there would ever be occasion to bring forward such a resolution as this in this Chamber, and I am sure many here will share with me my surprise at the late action of the Bombay Legislature. If the Municipal Bill which has just passed the second reading becomes law, it will entitle our Municipality to levy a transit duty on cotton in the most barefaced way, and not only this, but it gives them power in section CXIV. with the sanction of the Government to virtually raise taxes on any article they please. Such, gentlemen, is part of the bill the principle of which has been passed in our Legislative Council, not certainly unanimously, but by a large majority, including all the official members except the Hon. Col. Kennedy. I regret that the Government should have expressed so decided an opinion on this great economic question, an opinion which I cannot but think will put them in a false position, inasmuch as it will find little sympathy with the supreme Government, and will be found antagonistic to the general feeling of politicians both in this country and at home. This is not the first time that this question has been discussed in the Bombay Council. In 1866 the Hon. Mr. Munguldas brought forward his Town Duties Bill, but it found such opposition from Sir Bartle Frere and his Government that it had to be indefinitely postponed, and it was only two years later, in Sir Seymour Fitzgerald's time, that Mr. Munguldas was able to bring it in for a second reading. Here again there was great opposition, and it was only when every article of transit had been carefully expunged, that the bill eventually passed. Since then the *personnel* of our Government has again changed, and once more the question is brought forward, thanks, I am told, to the energy of the irrepressible Mr. Munguldas, this time with more success. The official members of our Council have given an approving sanction, and it will probably be necessary to ask the Governor-General to withhold his sanction. What the decision of the Governor-General will be I have little doubt. I have before me a copy of a resolution of the Government of India—rather a celebrated resolution—published in the *Government Gazette* of November 14th 1868, on the subject of transit duties. In this resolution the Government of India express a most emphatic condemnation of anything approaching to the nature of a duty in transit trade, and in clear and distinct terms defines the principles upon which it has based the conclusions it has come to. This resolution has been called forth by the belief "that these sound principles—the truth of which has been established by the prolonged experience of those countries of Europe in which octroi duties form commonly a source of municipal revenue—have been frequently lost sight of, and that to meet the burden of an annually-increasing expenditure upon police, education, or sanitary improvements, a wide-spread system of taxation has been introduced, injurious to interests on which the burden in a great measure falls, and standing in the way of the proper development of the commerce of the country. It is to little purpose that the Imperial Government reduces or abolishes customs duties in the interests of trade, if municipalities are permitted to levy duties on articles of commerce passing through their limits." The resolution then goes on to give some of the instances where these principles have been violated, and specially alludes to Bombay in para. 8 which says—"At Bombay, the Municipality has lately proposed a scheme for levying transit duties in the most naked form on cotton, opium, and metals passing through the town." The resolution concludes by laying down a code of rules defining the articles upon which under special circumstances *town* duties may be taxed for municipal purposes, and articles of transit are carefully excluded. Is it possible, or is it even likely that the supreme Government, even if it had the slightest inclination to do so, will now turn round and ignore such a resolution as this, or stultify the policy which has guided it in its transactions with Native States ? For years it has been trying by treaties, by remonstrance, and by personal influence to induce native rulers to give up transit duties, and is it possible that it can now allow Bombay, one of the largest cities of the Empire, to establish a contrary policy ? I am sure that it is impossible that it can do so, and that though our action in the matter may be found superfluous, at the same time it is right that this Chamber should express an opinion—and I hope that that opinion will be shown by a unanimous vote in favour of the resolution I have proposed. I am not going to weary you by repeating the many arguments against transit duties, nor will I quote the many eminent authorities who have adopted these arguments, but I would point out how peculiarly applicable they are to Bombay at the present time, and that there is no article to which they apply with greater force than to that of cotton. The railway lines lately completed towards Calcutta on the one hand and Madras on the other, have opened up to Bombay the produce of districts which had hitherto been commercially unknown to her. Many of these districts are now hesitating whether to send their produce to the east or to the west, and it ought to be the careful policy of Bombay to endeavour to secure every doubtful province. Some of these provinces are as it were hanging in the balance, the scales of which are weighted on either side by the cost of transit eastwards or westwards, and the slightest additional tax that we impose is turning the scale against us and obstructing the object which we should have in view. The advocates of the tax represent that its amount is too insignificant to be felt, and that the evils that arise from it are more theoretical than practical. Gentlemen, I deny the right of any man to say this ; I say it is impossible for any man to measure what the results of even the smallest tax of this kind may be. It may be sufficient just to turn away one of those doubtful provinces, and the indirect loss thus sustained may be of incalculable importance to Bombay as a city. I hear it said, gentlemen, that of course we merchants argue in this way because our pockets are affected by a tax upon cotton. I need not point out to a meeting of merchants how erroneous this idea is. You all know how keen competition has cut down charges for shipping, pressing, &c., to the lowest minimum, and you also know how minutely every charge is calculated in carrying on the trade. It will practically therefore make no difference to the merchant, except so far as it tends to hamper and obstruct trade, and will fall exclusively on the producer. Nor can it be said that the consumer pays any share, because the price on European markets depends on the supply and demand and is quite irrespective of the cost of production. As regards myself, gentlemen, in so far as my personal feelings are affected by the question, it is as a householder and not as a cotton merchant that I hold the strong views I do. As a householder I desire the prosperity of Bombay, and believing that that prosperity depends solely and entirely upon the transit trade, I would jealously guard against the admission of a principle, which if allowed to prevail, might end in very seriously crippling that trade. The next argument is a favourite one, very plausible in sound, but vanishes on being looked into—"Cotton should pay a return for services rendered" is an expression used by many people, who I believe never really think out the meaning of the phrase. The services are a road from Boree Bunder to Colaba, which the traffic is said to cut up. Lighting and police are also included, but I am not aware that cotton traffic is carried on along the roads at night, and as for the police, the owners of cotton pay I suppose their fair proportion of the cost of the police, and are as much entitled as any one else to have their property looked after. In return for those gigantic services, the cotton trade pays for the employment of a host of carts and coolies ; pays for the keeping up of pressing establishments, muccadum establishments for shipping ; pays wharfage fees ; pays an enormous revenue to that curious body, the Esplanade Fee Fund Committee, a revenue which among other things has found employment in the construction of Rotten Row and the Flora fountain ; pays bunder fees and cotton frauds fees. It would be curious to find out what all these fees and charges amount to in the year, and I don't think any one doing so would be impressed with the magnitude of the services which Bombay has been so charitably rendering without return. I have not included the fees which are paid to the pinjrapole and other similar charities, and which have been quoted in Council as showing the elasticity of cotton under taxation. These are just an instance of those superfluous charges which have tended to drive cotton pressing to the up-country markets. They are fast being done away with, and even now are little more than a relic of the past, because it is found more and more every day that trade cannot stand such imposts. Of course I do not forget that municipal revenue must be raised somehow, but I am sure there are many far more legitimate sources of income still available. While on this subject, I may say that I think that far too little has been made of the article ghee. It is generally supposed that ghee is an article of consumption only among the lower classes ; but inquiries I have made lead to quite a different conclusion, and so far as I can make out, it is almost entirely an article of luxury among the wealthier natives—in fact, I would put ghee down as the most truly legitimate of all town duties that could be levied in Bombay. There are also certain other articles, such as beer and liquors, which it appears to me can afford to be more highly taxed than they are ; however, I am not going into questions of this kind, but merely desire to indicate that taxes on such articles would have been more legitimate than this tax on cotton. Even, however, if sufficient revenue would not be raised from town duties, there is always direct taxation to fall back upon ; and severe as house and other direct taxation already is in Bombay, I would rather increase it than give way to the temptation of burdening the transit trade with duties. Transit duties are of a kind that would find great favour with a certain class in Bombay, and that a class likely to be largely represented in municipal government. It is a taxation that is easily levied, which could be made to yield an enormous revenue, and which affect no one's pockets. Once give it admission and it would be difficult to say where it would stop. Our legislators having sanctioned the principle would have to give way whenever Bombay was in want of funds, and introduce some new article into its elastic schedule. The whole system would also be dangerous as tending to relieve the Municipality from the burden of properly collecting its direct taxes. The whole system of collecting these is most loose, and I believe I am justified in saying that under a better system of management the revenue collected would be very much larger. However this may be, I contend that it is most impolitic for Bombay to encourage the admission of the principle of transit duties. If Bombay sets the example, why should not Khamgaum, Oomrawuttee, and all the other up-country markets do the same—(hear, hear)—indeed, why should not every village do the same with the excuse that it has a road through it and has a few police sepoys ? Gentlemen, I protest against the slightest admission of the principle, and I ask you to join me in voting for the resolution I have proposed. (Applause.)

Mr. James Macalister (Messrs. Finlay, Muir & Co.) said—I beg to second the resolution which has been proposed by Mr. Graham. As Mr. Graham has gone into the matter in detail, as so much has been said on it elsewhere already, and as I understand several of the members desire to take this opportunity of expressing their views, I shall not detain you by any lengthy recapitulation of the arguments which I think support the resolution, more especially as I do not expect that any arguments are likely to be brought forward in opposition which I can refer to in anticipation. My objection to the duties referred to in section 114 of the new Municipal Bill are based on the general character of the bill itself, and, though it may not come specially within our province as a Chamber of Commerce to refer to this point, perhaps I may be permitted to say that I think if the bill had been prepared with a more determined view of curtailing expenditure at the minimum consistent with efficiency, the necessity for introducing these imposts would not have been so urgent. My objection to this duty on cotton in particular is that although disguised in the section as a town duty, it is nothing but a barefaced transit duty, and as such, opposed to the principles of municipal taxation laid down by the Government of India and approved of by the most competent recognised authorities on the subject. I do not advocate the theory that because a rule has once been laid down as the best, therefore it must always remain as the best ; but I consider the rule referred to is one of the most inelastic of those connected with taxation, and see no good reason why it should be departed from in this case. It may be that the tax is small, but it is heavy enough to affect sooner or later the trade of this place, and it seems to me to be most impolitic for the Government or the Municipality to endeavour to hamper this branch on which so much of the prosperity of Bombay depends. It is said that cotton enjoys the privilege whilst in Bombay of being protected from fire and robbery and of having good roads to be carried over, but it seems to me that all who are connected with the article and derive profit from its being here, pay, or ought to pay, for the former advantages, and that the wheel tax is, or ought to be, sufficient reimbursement for the latter privilege. The same may be said of all the articles which under this section it would be competent for Government to tax from time to time, because the system of drawback or refund—from which cotton however has been made specially exempt—is admitted by all experience to be practically inoperative. I hope that the action of the late Committee, as evidenced in their letter to the Government of Bombay last month, will receive the support and confirmation of the members by a majority voting in favour of the resolution now before us (Applause.)

Mr. Bickerdike—Mr. Chairman and Gentlemen,—I feel some diffidence in making any further remarks upon this question of transit duties, seeing that it has been treated so ably by several gentlemen here and by yourself and Mr. Forbes in the meetings of the Legislative Council in Poona on the second reading of this now notorious Municipal Bill, and also during the consideration of that bill in select committee. This is a question which I trust we as a commercial body can have only one opinion about, not because it affects some of us more immediately than some other citizens of Bombay, because the amount of the duty is certainly a trifling one, but because I trust we are all unanimous in agreeing that that wisdom which has in every enlightened community condemned the imposition of transit duties as obnoxious and certain to interfere with the free course of trade and commerce. Most of the reasons for levying this tax have been already answered, but there are some points which I wish to refer to, and in doing so I must necessarily confine myself a good deal to the remarks made by the Hon. Mr. Tucker, who has become the champion of this obnoxious tax. The Hon. Mr. Tucker cannot defend the principle of the tax, and therefore he seeks to defend the imposition upon special grounds. I find that he says in the speech which he is reported to have made—"I am ready to concede also that in the present critical state of the Indian cotton trade, in consequence of its inability to compete with the United States of America in the supply of this article to England, it would be inexpedient to impose any duty which was likely to impede or retard the growth of the trade or to aid the influences now at work to effect its contraction." Then he goes on to make this extraordinary statement :—"From the peculiar circumstances in which the trade in this staple article of produce is now placed, it would seem that the infinitesimally small duty which it is proposed to impose by this bill would have no appreciable effect on the price of the article at Liverpool, as the price there depends mainly on the extent of the American supply and not upon the cost of the production and distribution of the commodity in India." Now, I do not believe that this theory can be defended or supported in the slightest degree. It would be well certainly for Bombay, and well for India generally, if we could only persuade buyers of cotton that its cost previous to its shipment from Bombay is of no material interest ; but as this would be contrary both to reason and experience I am afraid we shall fail in getting any such buyer to believe in this pleasant theory. If the Hon. Mr. Tucker had looked further into that critical condition of the Indian cotton trade about which he talks, I think he would have come to the conclusion that the cost of production is a matter of the most vital importance. There are some articles which have little or no competition to contend with, and on which, therefore, the cost of production is not a matter of serious moment, but it is of the utmost importance that advantage should be taken of any circumstances which would lessen the first cost of an article. The stock of goods in the selling market influences prices to a certain extent, but if there is any great fluctuation, it is owing to some temporary disturbance, and the value of the results is little better than fictitious. What I contend for is that any article of trade must be founded upon something different from its mere value during a time of excitement, and that foundation is to be found in the cost of its production. You see this amply illustrated at home, where steam is introduced into almost every kind of manufacture, into agriculture, and so on. The meaning of all this is to reduce the cost of labour so as to reduce the cost of the article, and it is owing to the extent to which Britain has recognised this policy that her commerce has become so enormous. I think that the Hon. Mr. Tucker was rather unfortunate in supporting his theory upon on such grounds as he showed. He admits that Indian cotton is in a critical condition owing to its competition with America, and it must be remembered that this difference is not merely one of appearance but is one of such intrinsic value, that unless Indian cotton can be sold at a low price it will be pushed out of the market altogether. There is no denying the fact that unless we can offer cotton at a cheaper rate than we have done during the last few years buyers will pass it and prefer the American growth. This has been shown during the past twelve months. On the 4th of last October middling Orleans was quoted in Liverpool at 10d. per lb., and on the same day fair Dhollerah was quoted at 7 1-16d., a difference of 2 15-16d. ; on the 4th October of this year, things were even worse, middling Orleans being quoted at 10d. again, while fair Dhollerah had gone down to 6 9-16d., a difference of 3 7-16d. This state of affairs, I need scarcely remind this Chamber, is not owing to any sudden movement of the market, but has been growing steadily for the last year. Months ago, I remember that men spoke and wrote of the time when Indian cotton would regain its position owing to the scarcity of American cotton, and rise nearer to the value of the transatlantic produce, but you all know that the reverse has been the case, and I repeat that unless Indian cotton can be sold cheaper the trade will pass away. I would ask, is this trade worth fostering or worth protecting ? I maintain that it is, that it is worth making efforts to increase, and I protest against any tax being placed upon it, however small. (Hear, hear.) To impose a tax upon cotton now can be nothing else than a drag upon it when it is down and needing to be helped. Other arguments have been brought forward in favour of this tax. It has been said that more money is required for municipal purposes, but I think that that has been fully answered by our chairman when he pointed out that the extra amount levied upon other articles almost made up the amount which was expected to be obtained under this cotton duty. Another argument has been the smallness of the tax, but I think we have very little to do with this—it is the principle that we must contend against and not the amount, small or big, of the tax imposed. In remarking upon the smallness of this tax the Hon. Mr. Tucker drew attention to the fact that in many cases small taxes were levied by the natives in villages and towns for various purposes, and in condemning this he reasoned that perhaps if this transit duty on cotton were levied in Bombay it would result in making the natives give up their obnoxious imposts. I cannot understand upon what principle such a theory as this can be established—surely two buds cannot make a good. (Hear, hear.) If the Municipality of Bombay be allowed to make this impost there is no guarantee that the weight on cotton will not be increased. Every one connected with the carriage of cotton may raise his rates and bring forward as an apology that the extra which he wants is but a trifle and will not interfere with the trade. However, perhaps we do not need to be afraid of this tax, because I believe that the Supreme Government will oppose any impost upon cotton in any way. The Hon. Mr. Tucker, who takes such a great interest in the Indian cotton trade, says that he will oppose any addition being made to the tax proposed to be levied by the present bill unless the position of that trade changes very materially—that is to say, the power to alter the tax one way or another is left to the mercy of our local Legislature ; but I think we may be thankful that we have the Supreme Government on our side. Mr. Graham has already drawn attention to this document issued by the Government of India, and has read one or two clauses from it, but I would just read for the information of this Chamber a third paragraph. The Governor-General says in the tenth paragraph of this minute :—"In the Central Provinces town duties are collected in all the principal towns, and it has been found impossible to prevent them from occasionally degenerating into transit duties on some of the articles taxed." Here a distinct difference is noted between town duties and transit duties, and thus it will be seen that the Government of India condemns in the very strongest and the most clear terms the imposition of anything in the shape of transit duties. Yet we find that in the face of this our local Legislature are seeking to introduce this objectionable system of transit duties into Bombay ! As regards town duties should any sudden emergency arise and funds be required speedily for any special set of circumstances in a city, I cannot see any valid reason why they should not be levied from the inhabitants of the town or city, and expended for its benefit, always of course on the understanding that such town duties are only to be enforced in exceptional cases, and be done away with as soon as the necessity for them ceases. In India where so many people live in a primitive condition, and where ordinary taxes cannot touch them much, these town duties may be especially useful ; but it is different with transit duties. It has been pointed out by the Hon. Mr. Forbes that our late Governor thus stated his objection to putting cotton among the town duties :—"The tax," he said, "whether it was paid in any respect by the grower or was partly a burden on the grower and partly on the consumer, would nevertheless be a burden, but he thought it would be a burden on the consumer merely, and therefore it was perfectly clear that it would not be a tax upon any one in Bombay, but a tax paid solely by people residing away from the city for the benefit of the people of Bombay. . . . . It would become simply and solely in its most naked form a transit duty paid by the consumer abroad." It has been said several times that cotton derives so many benefits from Bombay, that that is a reason why it should be made to contribute towards the municipal revenue ; but I think that this is looking at matters entirely in a wrong light. This large and important transit trade confers immense benefit upon Bombay by causing trade and bringing into the city large numbers of people the majority of whom contribute to the municipal funds by the ordinary methods of taxation. I trust that this Chamber will be unanimous in giving a decided protest against this action by the Legislative Council, which cannot be defended upon any valid or enlightened grounds. (Applause.)

Mr. Kittredge (of Messrs. Stearns, Hobart & Co.) said —Mr. Chairman,—I do not like to give a silent vote when an important question like this comes before the Chamber, though I confess I cannot add a single argument against the proposed transit duty to those brought forward in the Council Chamber by the mercantile members. It takes away, too, a good deal of one's interest in speaking on the subject, to see from the reports of the Council meetings that the supporters of the transit duty anticipate and even expect its rejection by H. E. the Viceroy. This makes our protest appear almost unnecessary. There are, however, one or two points which I have noticed, in looking over the reports of the speeches in Council, to which I would call attention. One is—and it has been referred to this afternoon—that this tax is called an infinitesimal tax, which will not be felt. Mr. Chairman, we were told when the Cotton Frauds Act was passed, that that was an infinitesimal tax ; when the Bunder Fee Act was passed, that that was an infinitesimal tax ; now we are told the same thing regarding this transit duty, and in a few weeks, when the Port Trust Bill is brought forward, we shall be told that the doubling of the port dues will be an infinitesimal tax. Suppose, for argument's sake, that any of these taxes by itself is infinitesimal, does it follow that all together are infinitesimal, or do our legislators consider each as a cypher, and calculate that if you add four cyphers together, the result is still a cypher. Do they not comprehend that a number of taxes, each infinitesimal by itself, may, added together, create an unbearable burden ? The other point to which I wish to refer is the almost inconceivable misconception on the part of some members of Council as to the position of trade in Bombay. I read in the remarks of one member of Council :—"The Viceroy will see before him on one side a body of men rolling in wealth"—(that refers to you, gentlemen)—(laughter)—"who stay in handsome houses, who possess fine properties, asking that cotton should be relieved. On the other side the picture will show myriads of poor people, with hardly any clothes upon their backs"—(and he might have added fronts too)—(laughter)—"and having the appearance of starvation, and these will implore that grain should be set free, so that their bellies may be filled." I cannot say, Mr. Chairman, what others may have done, but I have not done much rolling of this kind lately, and I am sure that any merchant who wanted to roll in the profits on cotton for the past five or six years would be compelled to put them all into copper coin ; and, more it seems very hard if we are to be counted as over, and proper subjects of increased taxation right merely because we wear some clothes. (Laughter). I have not however read this extract to ridicule it, but to show the grave misconception which exists regarding the condition of trade in Bombay. Is it possible, Mr. Chairman, that our legislators do not know that the trade of Bombay is in a most depressed and discouraging state ? Is it possible that they do not know that for the last six or eight years we have had hardly a single year of profitable business, and have been almost all that time in a chronic state of failure and losses ? They should be asked to look at our harbour, almost bare of shipping, and the few ships and steamers there all going away in ballast to other ports because there is no cargo here for them. They should be told that with the exception of the two subsidised lines—the P. and O. and Austrian Lloyds—we have at present only one steamer loading for Liverpool, and she starts in a day or two for Kurrachee, as she cannot get cargo here to fill her, one steamer loading and very slowly for China, and one small craft of 300 tons trying to get 100 to 200 bags of one thing or another for Mauritius, and apart from these, not a single ship or steamer loading for any port in the world—(hear, hear)—and this is the trade upon which has been placed during the past few years many new burdens ; this is the trade which can stand, without feeling it, further taxation ! Mr. Chairman, if our legislators will look into these matters, they will see that no trade can stand an indefinite amount of infinitesimal taxation, and that the trade is already so weakened in itself and so burdened by fees and taxes imposed within the past few years and for which no equivalent was given—(hear, hear)—that the smallest additional tax cannot be put on without its being felt. (Hear hear.) Mr. Chairman, I think it would have been well had the native member of Council who said he hesitated to vote against the arguments of the mercantile members, had hesitated a little longer and looked into the present state of our trade and not voted for this transit duty, merely because one or two gentlemen sixteen years ago thought the trade could then bear a new tax. Of one thing I am sure, Mr. Chairman, that if the inhabitants of this city were allowed to manage their own municipal affairs, they would make the two ends meet by cutting down expenditure and not by beginning to strangle the trade on which depends, I will not say the importance and prosperity of their city, but the trade on which depends, I may say, its very existence. (Hear, hear.) Mr. Chairman, there is one question which has frequently come to mind since it was sought to impose this transit duty, and I must be pardoned for asking it here ; what has become of British love of free trade ? Is there such a thing, or is it a myth ? When I came to India ten years ago, I had been brought to believe by English criticisms of my country's commercial policy that the British people believed in free trade on principle ; I came here and I find in this country under British rule, import duties, export duties, town duties, and now a proposition to impose transit duties. Are impediments to trade and obstacles in the way of commerce bad in England and good in India ? Do British principles hold good only in an English climate and melt away in an Eastern temperature ? Are English criticisms on French and American commercial policy only prompted by self-interest ? Do Englishmen leave behind them their principles when they leave home, or is their professed love of free trade applicable to their own country only where, being a mining and manufacturing country, it brings money to their pockets ? I will not believe this, Mr. Chairman, and however forgetful our legislators may be of their own previous policy, of the policy and opinions of the Government of India and of the commercial policy of Great Britain since 1846, I do not believe they will get the sanction of H. E. the Viceroy to the revival of this almost obsolete and most obstructive system of taxation. (Applause.)

The resolution was then put to the meeting and carried unanimously.

TONNAGE SCALE AND LANDING CHARGES.

Mr. Kittredge—In proposing, Mr. Chairman, on behalf of the committee appointed to consider the question of a scale of Landing charges and a Tonnage scale for steamers, the resolutions confirming their report, I should perhaps explain the delay which has taken place in laying the reports before the Chamber. I do not think the members of the Chamber have any idea, as I am sure the committee had not, of the time it would require for the committee personally to weigh and measure all the principal articles of export from our market ; there was added also another cause of delay in the impossibility in the early part of the monsoon of finding here some articles which it was important to examine. With regard to the scale of Landing charges, I need make but a single remark, and that is, that this scale is not intended to stand in the way of any special arrangement which any firm or ship or muccadum may make ; it is simply a scale which the committee recommend as fair and equitable in the absence of any special agreement. With regard to the Tonnage scale, Mr. Chairman, there must be more said, as the whole principle of the scale which has been in use in Bombay for so many years has been altered to meet the requirements of steamers. The first point settled by the Committee was that the ton should be of 40 cubic feet and 16 cwt. dead weight ; the 40 foot ton is that recognised in England, America, and almost all, if not all the Eastern ports. Consequently we secure a greater uniformity in that respect than we should by adhering to our former scale of 50 feet and 20 cwt. Besides, had we attempted to make the steamer ton 50 cubic feet, it would have been impossible to have anything like uniformity here, as not one of the regular line of steamers would adopt it. The next point decided was that goods should be taken by measurement so far as possible and not by weight, the space occupied in the ship being the fairest basis for freight. With regard to hides and skins, the committee decided that no fair scale of weight could be arrived at, as different parcels differ so much in weight ; on one afternoon we measured one parcel of hides which weighed 4 cwt. to the ton, another parcel weighed 8 cwt. to the ton ; it was decided therefore that hides and skins should be taken by measurement. The committee decided, too, that oil should be taken by the measurement of the cask ; this is contrary to the custom which has hitherto prevailed in Bombay, but the amount of room which goods take being the fairest guide, we thought that this would be settled more easily and with less danger of dispute by measurement, than by the gauge of the cask. It must be borne in mind that whether oil be taken by gauge or measurement, no captain will receive it without knowing how much room it will occupy and basing his rate of freight on that. I come now to the point on which there is a difference of opinion among the members of the committee, viz., that freight be paid on gross weight of goods shipped instead of on net weight delivered. In justice to the majority of the committee but without intending to cast any blame on the minority, I must mention that at the committee meeting the rule as proposed in the report was adopted unanimously, but some members of the committee have been unable to attend the committee meetings regularly, and we had not the privilege of hearing their views on the subject. In this question there are two points involved : one is, whether steamers should be paid for the gross weight of goods, that is, the weight of the goods and the covers of the goods, or of the goods only ; the second is whether freight should be paid on weight received by the steamer in Bombay, or on weight delivered by the steamer at the port of discharge. I think it is important to keep these points distinct, as some members, though disagreeing as to the second point, will agree with the majority of the committee that it is fair a steamer should be paid for what she carries, and that when bags or boxes are carried, freight should be paid on these as well as on the goods ; indeed this is always done in the case of measurement goods ; we measure the package which holds the goods. We do not ship in bulk here, the voyage is too long, but we put goods into covers for our own security, consequently we should pay freight on the gross weight, and that principle is recognised in other places ; I would refer to Calcutta, where the ton for England is 50 feet and to America 40 feet ; now the ton for seed to America is 1,600 lbs. the net delivered, instead of 16 cwt. as we have made it the difference being the allowance for bags. If you change our rule to net weight delivered, the ton should be 1,600 lbs. instead of 16 cwt. Coming now to the other point, that freight be paid on the goods received by the steamer, it seemed but fair to the committee that goods shall pay for the space they occupy in a steamer ; it must be borne in mind that the discussion refers only to dead weight cargo. Now a steamer can never carry herself full of such cargo, but she can load down to a certain point, and this class of goods is too heavy to allow her to fill up. Suppose a steamer fills with goods which lose in weight, she takes in all she is allowed to carry, but through evaporation or otherwise the weight diminishes, and before she arrives at her port of destination she might receive more, the weight having disappeared through no fault of the steamer. If it be objected that if freight be paid on weight shipped, an incentive will be taken away from the officers to deliver full cargo. I reply that the committee believe that steamers can be held responsible to deliver in good order all that they receive in that condition. This principle is carried out in the trade from Calcutta, steamers being compelled to pay, if anything has been taken from the bags. If there has been bad stowage or fraud, you can hold the ship responsible, and here I may remark that if an officer of a ship proposes to steal cargo, he will certainly not be debarred from doing so by the fact that his owners will lose the freight on what he steals. Again, if the freight is made payable on net weight delivered, it seems to free the ship from responsibility as admitting that you do not expect to get delivery of the whole quantity shipped. Of course all I have said refers to goods shipped in packages, not goods shipped in bulk as the latter are not weighed in and freight can only be paid on the quantity delivered. This class of goods however we do not have in Bombay. I have thus briefly given you the reasons which guided the committee in coming to the conclusions given in the report. I have, Mr. Chairman, two resolutions to offer, and shall propose them separately. I move the adoption of the following resolutions—"That the list of landing charges submitted by the committee be adopted and sanctioned by the Chamber." Carried unanimously.

Mr. T. W. Wilson (of Messrs. Antrobus and Co.) seconded the resolution.

A brief conversation—taken part in by Mr. Graham, Mr. Maxwell, and the Chairman—ensued on the landing charges ; and Mr. Kittredge explained that these bargains did not interfere with private bargains, but that they were to be used only in case no specific agreement had been come at.

The resolution was then carried unanimously.

Mr. Kittredge then proposed his second resolution, which was as follows—"That this Chamber do adopt the steam tonnage scale and rules as recommended by the special committee, and that in the absence of special agreement, they be taken to regulate the steam trade from Bombay from and after this date."

Mr. T. Wilson seconded the resolution.

Mr. H. Maxwell (of Messrs. W. Nicol & Co.) said he was lost in admiration at the really wonderfully beautiful arguments which Mr. Kittredge had brought forward in support of the alteration of payment of freight on produce shipped from Bombay. All over the world it was the invariable custom to pay on net weight delivered. This had been arrived at after many years' experience, and he thought it would be very unwise indeed if the Bombay Chamber of Commerce were to make any alteration on it. There could not be the slightest doubt that paying freight upon the weight delivered was a very great inducement to captains of ships to stow and deliver the cargo carefully, so that they might get the full benefit of what they carried. As to carrying packing cloths, boxes, and other articles, they were very well aware, when they engaged freight, what the cargo was and how it ought to be stowed. It was easy to ascertain what space so many bags of seed or wheat would occupy, and any little loss the ship might be supposed to sustain by taking the cover free of freight was made up by the care the captain was obliged to take. Carrying by gross weight was simply opening the door to fraud and swindling of all kinds, and there was a plethora of fraudulent shippers in Bombay, as many of the consigning houses knew to their cost, who, were the opportunity given them to ship produce in this way, would interview some captains of steamers who were not over particularin their transactions, and would combine to cheat either the bankers or the consignees of the goods. It would be all very well if merchants constantly shipped in steamers like those of the P. and O. Company, where strict discipline was maintained, but the Chamber had to consider that they were making rules for the general trade of Bombay. He considered, therefore, that it would be exceedingly dangerous to alter the present system, and he would therefore propose the following amendment :—That rule No. 2 be omitted from the report of the tonnage scale committee, and that the fragment of freight in weight shall remain as determined by the Chamber at the meeting of 6th June 1856, viz. :—"That when freight is payable on weight the same is to be on the net weight delivered." "

Mr. W. Lang (Messrs. Finlay, Scott & Co.) seconded the amendment.

In reply to Mr. Bickerdike, Captain Henry said that by law the ship was liable to deliver the quantity of goods she received on board, *minus* any loss that might take place from sweating or other unavoidable causes.

Mr. Bickerdike (of Messrs. Knoop & Co.) said that in that case he failed to see any force in Mr. Maxwell's argument that they should continue to pay on net delivery, because such a system as payment on gross shipment did not prevail in other parts of the world. The Bombay trade was a trade in itself, and the Bombay Chamber of Commerce would certainly be justified in making rules for a trade with which they alone were concerned. If it were true that the signing of a bill of lading for gross weight received on board caused a ship to be liable for that weight, it would be a very strong argument in favour of Mr. Kittredge's resolution.

Mr. Lang thought that if they were going in for a tonnage scale for the first time, they might properly adopt the resolution, but the existing system worked well, all over the world, and there was no necessity for any alteration. Captain Henry had said that the ship was liable for a deficiency of weight delivered when gross weight had been paid for. He had strong doubts on that point, and thought it would be difficult to make a case against a captain unless fraud were proved. As Mr. Maxwell had said, if all cargoes from Bombay were carried by the P. and O. Company, there could be no objection to the system. He had himself lately shipped wheat by the P. and O. Company and had paid freight on the gross weight, and he should be greatly pleased if when the wheat got to Liverpool after losing five or ten per cent in weight on the voyage, the company would make up the difference by refunding the value lost. But he was very much afraid he should have to whistle for it. He had had considerable experience in the shipment of seeds in Kurrachee, Marseilles, and other parts of the world, and had never seen freight paid in any other way than on the net weight delivered.

Captain Henry said it was unfair to assume that all ship captains were dishonest, and to use it as an argument against the resolution. To his mind it had been clearly shown by Mr. Kittredge that a ship was entitled to freight upon what she could hold, and there was no doubt that a shipper or consignee had a just claim against

ARREST OF ANOTHER GANG OF AHMEDABAD CONSPIRATORS.

On the 14th August last, a Hindoo mendicant named Doolub Shamjee alias Tirdhary, appeared before the Senior Magistrate and laid an information against twelve persons, charging them with fabricating false evidence, with giving false evidence in a judicial proceeding, and with causing the false charge of robbery.

He said—I am a mendicant and at present have no permanent residence in Bombay. I know Heerjee Hemraj, Prema Dewcurn, Bhima Kapooria, Sunni Marwary, Bhawa buggywalla, Petamber Sewram (who died a few months ago in Rajcote hospital), Purbhoo Curson, Lala Bhika, Mohundas Bawa, Kessowdas Bawa, and two Surat policemen, namely, Noor Mahomed Dada and Abdool Rahim Goolam Russool. In accordance with a previous arrangement Heerjee Hemraj, Prema Dewcurn, Bhima Kapooria, Sunni Marwary, Bhawa buggywalla, Petamber Sewram, and I assembled at 5 P.M. on a day in the beginning of Assoo last (October 1871) in the stable of Prema Dewcurn at Mandvie Bunder. Prema Dewcurn said to me and Petamber Sewram, "Heerjee Hemraj has been carrying on an intrigue with the wife of one Ludda Nuthoo. Ludda Nathoo, on this account, bears enmity against Heerjee Hemraj. If one of you will allow yourself to be voluntarily cut in Surat, and accuse Ludda Nuthoo of causing the injury, Heerjee Hemraj will pay Rs. 600, and bear the costs of prosecution and other expenses," Petamber Sewram said in return—"Doolub Shamjee and I have three Brahmins, namely, Visumber Laljee, Mooljee Dewa, and Hurry Naths, who are our enemies, and have become so on account of a woman. If you will agree to my charging them along with Ludda Nuthoo, I shall very gladly lend myself to be wounded without requiring any payment from you." Heerjee Hemraj and his friends agreed to this. Afterwards it was arranged that I should give evidence, that on a certain day I saw the said three Brahmins, Ludda Nuthoo and Petamber Sewram leave Bombay for Surat by the railway train from the Grant Road Station, that I should go to Surat with Bhawa buggywalla, Sunni Marwary, and Petamber Sewram and cause a superficial wound to be inflicted on the chest of Petamber Sewram, and that Petamber Sewram, should charge Ludda Nuthoo with stabbing, and the said three Brahmins with robbing him of Rs. 275. We then separated. On Assoo Sood 11th (23rd October 1871) we all again assembled in the above-mentioned stable. Heerjee Hemraj gave Rs. 50 to Bhawa buggywalla, and said that I, Bhawa buggywalla, Sunni Marwary, and Petamber Sewram should in a day or two go to Surat for the purpose of wounding Petamber Sewram. On Wednesday, Assoo Sood 13th (25th October 1871) Bhawa buggywalla, Sunni Marwary, Petamber Sewram and I went to Surat and put up there in the boarding and lodging house of a Koonbi, whose name I do not remember, near the Lal Durwaza. At 7 P.M. the following day (26th October 1871), we four went out of the city to the road leading to the temple of Mari Mata, where Sunni Marwary gave me a clasp knife with which I inflicted a long wound on the chest of Petamber Sewram. Sunni Marwary, Bhawa buggywalla, and I then separated, leaving Petamber Sewram on the road, and the next day returned to Bombay. At 8 A.M. the following day I went to the stable of Prema Dewcurn, where I saw Heerjee Hemraj, Prema Dewcurn, Bhima Kapooria, Bhawa buggywalla, and Sunni Marwary. Heerjee Hemraj on seeing me offered congratulations and said to me, "Do all that is necessary in connection with the case, and I am ready to spend as much money as may be required." A week after Petamber Sewram was wounded, the said Surat policeman Abdool Rahim Goolam Russool came to my house with a letter from Petamber Sewram to my address, and I accordingly accompanied him to the police office, whence a Bombay policeman was ordered to assist Abdool Rahim Goolam Russool in apprehending the said three Brahmins and Ludda Nuthoo. I pointed out two of the Brahmins and they were taken into custody. The third Brahmin surrendered himself to the police. Ludda Nuthoo was sought for, but no trace of him was obtained. Abdool Rahim Goolam Russool took away the Brahmins to Surat, and two days after this Heerjee Hemraj, Prema Dewcurn and Bhima Kapooria sent me to Surat to suborn evidence to secure conviction against the accused persons. I saw Petamber Sewram in the Surat hospital and asked him whether he had made any arrangement for the evidence. He replied in the affirmative, and said "Shunkersing, foujdar of Chourasi, has been gained over and has got ready five witnesses who will give evidence on receiving Rs. 25 each. I have offered Rs. 250 to Shunkersing for his trouble. You better go back to Bombay and fetch Rs. 325 from Heerjee Hemraj." The next day I returned to Bombay, and the day after received Rs. 500 for the foujdar, and witnesses, and other expenses. The same day the said Abdool Rahim Goolam Russool came to my house to apprehend Ludda Nuthoo. The following day at 8 A.M., in consequence of information given to me by Heerjee Hemraj and Prema Dewcurn, Abdool Rahim Goolam Russool and I went to the house of one Doongersey Narayen in Gogari street and found Ludda Nuthoo there. Doongersey Narayen, who was then at home, first held some private conversation with Abdool Rahim Goolam Russool and afterwards went out, requesting him to wait until he came back. After half an hour Doongersey Narayen returned with one Ismail Godur and was immediately followed by a Hindoo and a Mahomedan, whose names I do not know. Doongersey Narayen, in the presence and hearing of Abdool Rahim Goolam Russool, said to Ismael Godur, "You know very well that the charge brought against Ludda Nuthoo is false, therefore do something to get him out of the trouble." Ismael Godur said if Ludda Nuthoo abandoned and made over his wife to Heerjee Hemraj, he would persuade Heerjee Hemraj and his friends to get Ludda Nuthoo out of the scrape. Ludda Nuthoo reluctantly agreed to part with his wife, and Doongersey Narayen, Ismael Godur, the Hindoo, and the Mahomedan left. They all returned after two hours, in the company of Heerjee Hemraj, Prema Dewcurn, and Bhima Kapooria. The meeting after a long discussion decided that Ludda Nuthoo should deliver over his wife and two children to Heerjee Hemraj with Rs. 200, and besides this he should give Rs. 50 to Abdool Rahim Goolam Russool. Ludda Nuthoo accordingly gave Rs. 200 and Rs. 50 to Heerjee Hemraj and Abdool Rahim Goolam Russool respectively, and pledged himself to give up all claim to his wife and children, who were to live with Heerjee Hemraj. After two days I took the sum of Rs. 500 to Petamber Sewram, who was still in the Surat hospital. The following day at 8 A.M. Petamber Sewram gave Rs. 325 to Foujdar Shunkersing. On the recovery of Petamber Sewram the case was investigated by a European magistrate, who committed the said three Brahmins to the Sessions, before which tribunal they were convicted and sentenced to three years' rigorous imprisonment each. After the committal of the said three Brahmins, Heerjee Hemraj paid to me and Petamber Sewram a further sum of Rs. 350 for the expenses of the prosecution. The aforesaid Purbhoo Curson, Lala Bhika, Mohundas Bawa, Kessowdas Bawa, and Sarat policeman Noor Mahomed Dada, are the five witnesses who were procured by Foujdar Shunkersing for Rs. 25 each, and who gave evidence against the said three Brahmins.

Purbhoo Curson deposed that he saw the said three Brahmins and a Cutchee assault Petamber Sewram on the Muri Mata road.

Lala Bhika deposed that soon after the robbery he saw the said three Brahmins pass by his works.

Noor Mahomed Dada deposed that he saw Petamber Sewram, the said three Brahmins, and a Kutchee go in the direction of Muri Mata temple a little before Petamber Sewram was wounded.

Kessowdas Bawa and Mohundas Bawa, deposed that Petamber Sewram, the said three Brahmins, and a Kutchee took their meals at a dhurumsalla a few hours before Petamber Sewram was wounded.

I gave evidence in the Sessions Court to the effect that I had seen the said three Brahmins, Ludda Nuthoo, and Petamber Sewram leave Bombay for Surat by railway train from the Grant Road Station. The evidence given by the above-named five witnesses, Abdool Rahim Goolam Russool, and myself was false, as also the charge brought by Petamber Sewram against the said three Brahmins and Ludda Nuthoo. I therefore charge the said Heerjee Hemraj, Prema Dewcurn, Bhima Kapooria, Sunni Marwary, and Bhawa buggywalla with fabricating false evidence, and the said Purbhoo Curson, Lala Bhika, Mohundas Bawa, Kessowdas Bawa, Noor Mahomed Dada, and Abdool Rahim Goolam Russool with abetment thereof, and with giving false evidence in a judicial proceeding, and I charge all of the above-named persons with causing the false charge of robbery to be instituted against the said Vissumber Lalljee, Mooljee Dewa, and Hurry Natha with intent to injure them, knowing that there was no just or lawful ground for such charge, and with abetment thereof. I pray that warrants may issue for the apprehension of the said persons, and that they may be dealt with according to law.

The magistrate granted the warrants as prayed for. Out of the twelve prisoners seven were apprehended, and they were on Monday placed before the magistrate on the several charges laid against them. The names of the prisoners are Purbhoo Curson, Lala Bhika, Mohundas Gopaldas, Kessowdas Jankidas, Noor Mahomed Dada, Abdool Rahim Goolam Russool, Bhawa Nansee buggywalla. Yesterday the prisoners were brought up at the Fort Police Court.

Mr. R. V. Hearn, Public Prosecutor, conducted the case on behalf of the prosecution; Mr. Venayekrao Hurrychund, solicitor, defended the third accused, while the rest were unrepresented.

The information was read over to the prosecutor, who identified the seven prisoners as the persons referred therein. One witness was examined, after which the magistrate adjourned the case for further enquiry till the 21st inst.

THE LEGISLATIVE COUNCIL.

[Concluded from yesterday's "*Bombay Gazette*."]

The Hon. Mr. Tucker—It need not be anticipated that the Corporation will for some time at least neglect to keep the roads and the lighting of the city in a proper condition, but after a time carelessness and indifference may be exhibited in this respect, and the necessary extensions and improvements may not be made, from false notions of economy, so that it would be unwise of us not to provide against such possibilities. It is one of the first duties of a local board of administration to maintain the roads in good order and to see that all the inhabited parts of the island are properly lighted at night, and there is still much to be done in this respect. If the Municipality do their duty, the powers given to Government under sections 40 and 41 and this clause will never be called into action. With regard to drainage, it is imperatively necessary that some means for the removal of sewage and other similar matters should be provided, and the Corporation should not be permitted to be inert on so important a subject. I am quite aware of the difficulties which surround the whole question, but they must be faced at one time or another, and I think we might fairly trust the Executive Government not to attempt to force on the city extravagant or ill-considered schemes, nor to require them to do what is impossible. I shall object to any alterations of this section.

His Excellency the President observed that caution would be advisable, because Captain Tulloch's very heavy drainage scheme was looming in the not far-distant future, and it would be possible for Government to use the "bludgeon clause" regarding it and order its being carried out.

The Hon. Mr. Tucker—There can be no doubt that some better method than exists at present for the removal of excrementitious matter must be provided, but I cannot suppose that Government will ask the Municipality to meet this want without the utmost caution and deliberation, and assisting them in borrowing the necessary funds.

The Hon. Colonel Kennedy—I think we should simply speak of "surface drainage."

The Hon. Mr. Tucker—The great problem to be solved is to get rid of and utilize the sewage of the city, and it is right that Government should have power to put pressure on the Corporation to effect this much-needed object. Government is fully alive to the difficulties which beset the subject, and the necessity for great caution in taking any line of action. I do not see, therefore, why you should suppose it will not be discreet in using its power, or anticipate that it will step in where there is no absolute necessity for doing so.

His Excellency the President—The municipality can scarcely neglect the matter, because it is already very hard pressed, and we see them with a law suit on their hands on account of imperfect arrangements regarding the outflow of the sewage at one side of the island, while Government is pressing them to abate the existing nuisance at the Carnac Bunder. Certainly these things cannot be shirked, and it is necessary that some new method of meeting the difficulty must be carried out.

The Hon. Mr. Tucker—And knowing this, it would be foolish if Government were not to retain a power of compulsion in its own hands, especially when it is remembered that in matters of public health delay is always caused by local differences of opinion, and the disposition to inaction in difficult matters evinced by all boards of administration.

The Hon. Mr. Ravenscroft thought the matters mentioned in the section might be left to be carried out by the Commissioner, "subject to the approval of the Town Council."

The Hon. Mr. Tucker—If you take out the part relating to draining, which is the most important item in the section, I think that you might as well throw out the whole section. I repeat that something must soon be done for the drainage of Bombay—a settlement of this difficult question one way or another must be come to ere long.

The Hon. Mr. Bythell—If under the old Act Government had no such power as this, I should wish to know why it has thought it necessary to take the power now.

The Hon. Mr. Tucker—Because, while there is no doubt that the municipality is subject to the common law relating to nuisances, yet we know that this is not sufficient to compel them to perform the obligations which they are under to the whole community in this respect, and it is necessary to provide against the growth of an evil of alarming magnitude.

The Hon. Mr. Forbes—I think that this is a clause upon which the whole principle of the bill seems to turn, as it virtually decides the question whether Government is to be responsible for the administration of the municipality, or whether the responsibility belongs to the Corporation. As the section now stands, Government will assume the responsibility, and I therefore do not see what use the Corporation will be in looking after its own affairs. Any power of considering whether the carrying out of any work will be compatible with the means at the disposal of the Corporation will be taken away from that body, which will be made merely an instrument to carry out certain Government instructions. I think it is a generally-accepted rule that people must cut their coats according to their cloth, and if the Corporation should find out that the people of Bombay are unable to meet the expenditure necessary to carry out certain works, I think it ought to have the power of saying that these works should not be carried out. Clearly by this section the Corporation have no powers left to them except in the most petty things.

The Hon. Mr. Tucker—Then all the other matters in the permissive clause go for naught?

The Hon. Mr. Forbes—Practically they will be a dead letter, because the carrying out of either a large scheme of drainage or of water supply will give ample opportunities to Government to make the Corporation spend all the revenue that could be collected in Bombay for the next twenty years.

The Hon. Mr. Tucker—But there is no reason why the expense of a large drainage scheme or project to supply water should not be borne by posterity as well as the present generation, or why money should not be raised by loans for the execution of these necessary sanitary works.

His Excellency the President—I think it would be better to make section 40 apply only to the police and the water supply, because if the Municipality do not do their duty on the removal of nuisances, Government has always the power of proceeding against them before judicial tribunals, and by this means can compel them to do what is right. Moreover, any individual who sustains, or considers he sustains, damage from the fault of the Municipality in allowing the continuance of nuisances, could bring an action against them; and Government could always come to the aid of such a person, and by thus accepting the responsibility on behalf of the public, it would have all the power that is necessary.

The Hon. Mr. Munguldas would be quite satisfied if His Excellency the President's suggestion were carried.

His Excellency the President—I must confess that I am speaking quite as much in the interests of Government as in those of the Municipality, because I do not like this unlimited and somewhat indefinite power of interference with the Corporation being vested in Government.

The Hon. Mr. Tucker intimated that he would support the clause as it stands, as he considered it essential for the future well-being of the general public.

The Hon. Mr. Bythell said he would support His Excellency the President's proposition.

The amendment of the Hon. the Acting Advocate-General was put to the vote and carried by 6 to 4. The voting list stands as follows:—Ayes—The Hon. the Acting Advocate-General, the Hon. Munguldas Nathoobhoy, the Hon. E. W. Ravenscroft, the Hon. J. A. Forbes, the Hon. Narayen Vasudewjee, the Hon. J. K. Bythell—6. Noes—His Excellency the Hon. Sir Augustus Almeric Spencer, the Hon. H. P. St. G. Tucker, the Hon. A. Rogers, the Hon. the Acting-Advocate General, the Hon. E. W. Ravenscroft—5.

The Hon. Mr. Forbes thought there was something very vague about the words "proper and sufficient water supply." It was considered by many people "that a proper and sufficient water supply" meant double what the city had at present, and others again thought the present supply was quite sufficient.

His Excellency the President thought it might be fairly considered that Government would not require the Corporation to double the existing water supply.

The Hon. Mr. Forbes nevertheless was afraid of the wording of the section, because it was still an open question what a sufficient supply of water for Bombay was. Why should the section not merely say that the water supply is to be maintained as it is at present?

The Hon. Mr. Tucker suggested that after "necessary for" might be inserted "the maintenance of the police and the protection of the city from fire and."

The alteration was agreed to, and the section as amended stands thus:—"It shall be the duty of the Corporation, and they are hereby required to provide such funds as may be necessary for the maintenance of the police and the protection of the city from fire, and for the purpose of making adequate and suitable provision for the cleaning and surface draining of the city, and for maintaining a proper and sufficient water supply." Section 138 was passed as amended and stands part of the bill.

Section 138 became section 139. In line 5, "of Bombay or such other Bank as" was omitted, and "which is now or" inserted after "Bank."

The Hon. Mr. Narayen moved that the words "or municipal debentures" should be inserted after the word "securities" in line 9. It would be a great advantage, he said, if his amendment were agreed to, because the Government securities brought only 4 per cent., while the municipality had to pay 6 per cent. interest on their debentures, and by buying in these debentures, 2 per cent. would be the net saving.

The Hon. the Acting Advocate-General said he would take the subject into consideration.

This amendment accordingly stood over.

Section 139 became section 140, and was passed and stands part of the bill.

Section 140 became section 141, and was passed and stands part of the bill.

Section 141 became section 142, and was passed and stands part of the bill.

Section 142 became section 143, and was passed and stands part of the bill.

Section 143 became section 141.

The Hon. Mr. Tucker read the following remarks of Dr. Hewlett regarding this section:—"I notice that no provision has been made for the enclosure or proper conservancy of the gathering ground of the water supply of the city. At present it is fouled by the droppings of cattle, and large quantities of dead vegetable matter must be washed into the lake at the commencement of each monsoon, whilst the margins and sides of the lake, left exposed as the water recedes, are covered with offensive mud which the Commissioner ought to be compelled by law to remove." The Hon. Mr. Tucker added that doubtless what the Health Officer said was very desirable, but inasmuch as all the gathering ground of the lake did not belong to the city or Government, his suggestion was scarcely practicable. Means might be devised of enclosing the lake and confining the income of water to particular channels and openings, and subjecting it to purification before entrance, but those would be costly measures and could not be made compulsory on the Corporation. The preceding section gave great powers to the Commissioner, and the Corporation would doubtless attend to any reasonable suggestions of the Health Officer to prevent the fouling of the water of the lake.

The Hon. Mr. Bythell said the only feasible plan to get over the difficulty was to filter the water before distribution.

The Hon. Mr. Tucker—Dr. Hewlett also says, "sand filtration before distribution must also be rendered imperative." This however may, I think, be left to the good sense of the Corporation.

Section 144 was agreed to and stands part of the bill.

Section 144 became section 145, and was agreed to and stands part of the bill.

Section 145 became section 146, and was agreed to and stands part of the bill.

Section 146 became section 147.

The Hon. Mr. Munguldas moved that the words "the Corporation and" be inserted between the words "of" and "Government" in line 11, section 147.

The Hon. Mr. Tucker suggested "Town Council."

The Hon. Mr. Munguldas agreed to this suggestion.

The clause was amended as proposed, and stands part of the bill.

Section 147 became section 148, and was agreed to and stands part of the bill.

Section 148 became section 149.

The Hon. Mr. Munguldas moved that the word "all" in line 7 be omitted, and the words "several of" be inserted in its stead, and that the words from the beginning of line 11 to the end of line 12 be omitted, and that the words "the actual rent he realizes from persons actually residing on the property" be inserted. At present, if a person occupied a room or an office, he had only to pay according to the water he used, but under this section, the water tax was put upon the rental of the whole house. Take the case of one of the large houses in Elphinstone Circle. Only a part of it might be occupied, but unless the tenant or the owner agreed to pay the occupiers' water rate upon the whole property, the tenant would have no right to get water.

The Hon. Mr. Narayen suggested the use of water metres, each tenant to be charged according to the quantity of water he used.

The Hon. Mr. Tucker thought that the Commissioner had already powers to sell the water in this way if he chooses. In the case of the single tenant mentioned by the Hon. Mr. Munguldas, it would scarcely do to make a water connection on the application of a single tenant, which could be used by the occupants of the whole house, though the rate was paid on a portion of it only.

The Hon. Mr. Narayen thought that the Commissioner's object under this section was to prevent fraud, so that one tenant might not supply from his tap all the other tenants in a house.

The Hon. Mr. Munguldas withdrew his first amendment, and proposed that after "tenant" in line 6 should be added "to take water by metre measurement."

The Hon. Mr. Tucker observed that if the Commissioner saw it to be to his advantage he would be only too happy to supply water by measurement, and there was no need for any alteration.

The amendment was put to the vote and lost by 3 to 7. The voting list stands thus:—Ayes—The Hon. Munguldas Nathoobhoy, the Hon. J. A. Forbes, the Hon. Narayen Vasudewjee—3. Noes—His Excellency the Hon. Sir Augustus Almeric Spencer, the Hon. H. P. St. G. Tucker, the Hon. A. Rogers, the Hon. the Acting Advocate-General, the Hon. Colonel M. K. Kennedy, the Hon. E. W Ravenscroft, the Hon. J. K. Bythell—7. His Excellency the President did not vote.

Section 149 became section 150, and was agreed to and stands part of the bill.

Section 150 became section 151. In lines 1, 7, and 9 "may" was substituted for "shall."

The Hon. Mr. Tucker read the following remarks of Dr. Hewlett, who was of opinion that the section would be inoperative:—"This section is impracticable, as the Commissioner cannot fulfil the obligations laid down in it, as he does not possess the means. It always, I fear, will remain a dead letter."

The section was passed and stands part of the bill.

Section 151 became section 152. In line 3, "226" was substituted for "221." The section was agreed to and stands part of the bill.

Section 152 became section 153. In line 3, "151" was substituted for "150." The section was passed and stands part of the bill.

His Excellency the President now adjourned the sitting of the Council

THE RECENT FLOODS IN GUJERAT.

A Correspondent of the *Gujerat Friend* thus writes about the recent floods in Gujerat:—

"The flood has caused a break in our railway communication by washing away several bridges and by knocking down many iron beams and culverts. But this loss is, I think, of little consequence when compared with the irretrievable loss of thousands of human lives. The dismal effects of the destructive floods in the villages of Soopa district, in the Surat collectorate, are, I doubt not, sufficient to make the hardest heart thrill. Billimora, Tavri, Amalsar, Rambhaul, Gaul and many other surrounding villages have had the misfortune of being totally submerged under water, and not a few human beings have met an untimely fate. The rivers are strewed with the dead bodies of peasants. The survivors are reduced to the worst state imaginable—penniless, friendless, helpless, homeless. Many of them seem to be so much bewildered by the devastation of the floods, that they are unable to find out the sites where their homes stood. To those who cannot afford to help the sufferers in money I may say that clothes and food will be very acceptable."

UTILIZATION OF THE WATER POWER OF THE GANGES AND CANALS IN THE N. W. PROVINCES.

In order to utilize as much as possible the water power available in the Ganges and other canals in the N. W. Provinces, Government has resolved that the use of water for working machinery will be granted for periods of time not exceeding 20 years to persons desirous to avail themselves of it at the minimum rates specified below, and to the extent at the time available at the places detailed in the tabular statement appended to the notification:—

	Per H. P. per annum.
For 1st term of 2 years	Free.
" 2nd " of 6 "	Rs. 60
" 3rd " of 6 "	" 90
" 4th " of 6 "	" 125

Twelve cubic feet per second falling one foot will be taken as one effective horse-power, and all water drawn from the canal for working machinery shall be returned to it again in the same condition, no portion of it being applied to other purposes than those specified in contract with Government. The Government cannot undertake any building or erection of any machinery in connection with proposed factories or mills. This must be done at cost and risk of owners, but in order to prevent injury to the canal-works, all designs and specifications must be approved of by the Government before building is commenced. The Government will, in all cases, construct on behalf, and at the expense of the mill-owner, the masonry head to the mill lead. The Government will not be liable for compensation in respect of loss from failure or stoppage of water beyond the control of Government, or rendered necessary in the course of any repairs, alterations, and additions to a canal. But the great agricultural interests involved are a sufficient guarantee that enclosures for repairs or alterations will be as few and as short as is compatible with the due maintenance and safety of the canal. The liberal allowance has, moreover, been made for them in the rates mentioned.—*Englishman*.

INDIAN ITEMS.

Mr. Lowe, barrister-at-law, of the High Court of Calcutta, has been retained to defend Seth Gokuldass of Jubbulpore.

We learn from the Lahore paper that dengue continues among the railway employés.

Cholera has again appeared at Hurrypore in the Hazara district.

Locusts at Agra.—All Agra was alarmed on Saturday afternoon by the sudden appearance of a very heavy and low flight of locusts. They came up from the south. They wheeled round and round for a considerable time, evidently intending to alight; great was the consternation in consequence, and horrible the din of tinpots and the yelling of the excited populace. We fear the damage was not inconsiderable.—*Delhi Gazette*.

The Water Supply of Dacca.—The estimates for supplying Dacca with pure water have been sent up to Government. Judging from the way business is generally managed, we may venture to say that three months will elapse before the opinion of Government is made known. The work may be put in hand in January or February, as we believe the Lieutenant-Governor is fully sensible of the importance of carrying out the new scheme with as little delay as possible.—*Bengal Times*, Oct. 2.

Vaccination in Eastern Bengal.—The Supreme Government has, we hear, sanctioned the entertainment of a vaccination circle in the eastern districts of Bengal at a cost of Rs. 1,052 per mensem, which will be paid out of provincial funds. Sub-Assistant Surgeon Bhoobun Mitter has, we understand, been appointed superintendent of the new circle; and the superintendent of the metropolitan circles of vaccination will annually inspect the native superintendent's work after starting the operations of the season in his own circles, for which extra duty he will receive a deputation allowance of Rs. 5 a day and his actual travelling expenses.—*Ibid*.

Leaks in the Red Hills Tank.—It is with extreme reluctance we lay the following information before our readers, though the source from which we gather it is most reliable. The Red Hills tank bund has shown signs of weakness with scarcely 10 feet head of water above the old high-water level. The latest information before going to press is, that 200 feet of the revetment, close to the Calingulah, has slipped. No danger is at present apprehended, and the engineer in charge of the works is on the spot and is using his utmost efforts to make everything secure, though the mode adopted for attaining this end seems to us, who pretend to no knowledge of engineering, either civil or hydraulic, to be a novel one. It is reported that there are leaks in the bund where the slip has occurred, and to make it water-tight, a vast number of coolies are employed to construct a concrete wall at the toe of the rear slope of the bund.—*Madras Athenæum*.

Calcutta Commerce.—The Calcutta Commercial Guide for September informs us that, as compared with September 1871, there was a net increase in the value of merchandize imported of Rs. 28,28,620, and in bullion and specie imported of Rs. 9,74,371. The items of merchandize which show the principal increase are cotton twist and yarn, silks, spelter, copper, wrought metals, and salt, whilst there was a decrease in cotton, piece-goods, woollens, and patent metals. In exports there was a net decrease in value of Rs. 3,61,870, and an increase in specie and bullion of Rs. 29,715. Cotton twist and yarn, tea, rice, raw silk, and hides, all show a considerable increase, which is more than balanced, however, by a decrease in sugar, safflower, opium, raw cotton, jute, linseed, and rapeseed. There was a total increase on the amount of customs duties collected of Rs. 3,02,881. In import tonnage there was an increase of 25 ships carrying 17,221 tons, and in export tonnage of 10 ships and 2,492 tons.

East Indian Railway Traffic.—*Main Line*.—Earnings week ending 28th September 1872, £38,462-19-9. Corresponding week last year, £32,769-12-6. Decrease, £5,693-7-3. From 1st July 1872 to 28th September 1872, £403,743-8-3. From 1st July 1871 to 30th September 1871, £400,261-2-3. Increase, £3,482-6-0. Miles open week ending 28th September 1872, 1,280. Corresponding week last year, 1,280. Per mile open week ending 28th September 1872, £30-1-0. Corresponding week last year, £25-12-0. Increase, £4-9-0.—*Jubbulpore Line*.—Earnings week ending 28th September 1872, £1,773-3-9. Corresponding week last year, £1,788-8-2. Decrease, £15-4-5. From 1st July 1872 to 28th September 1872, £21,144-10-4. From 1st July 1871 to 30th September 1871, £20,627-15-9. Increase, £516-14-7. Miles open week ending 28th September 1872, 223½. Corresponding week last year, 223. Increase, ½. Per mile open week ending 28th September 1872, £7-18-8. Corresponding week last year, £8-0-5. Decrease £0-1-9.

A novelty at the Dundee Regatta was a race for four-oared fishing yawls, rowed by fisher girls. The "Pet Lambs," wearing straw hats and striped bodices, who won the first prize at Broughty Ferry Regatta, won the race easily. Only another boat competed. The rowing is said to have been admirable.

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Bombay, 1st October 1872.

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By order of the Directors,
Wm. A. BAKER, Acting Manager.

Bombay, 29th September 1871.

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HEAD OFFICE:
PARIS

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RESERVE FUND ..... £ 800,000

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THE UNION BANK OF LONDON.

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HENRI DUVAL, Acting Manager.

14, Rampart Row, Bombay, 31st January 1872.

HOTELS.

ALEXANDRA HOTEL, MATHERAN.—

Mr. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families. Superior articles are supplied at moderate Prices, and every care is taken for the comfort of the Visitors. The Hotel is well situated, in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto has also some houses to Let, and undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

MATHERAN.—CLARENDON HOTEL.—

Mr. De SOUZA, the first Settler on this range, will be prepared to receive VISITORS on the 16th instant, and promises to give his Patrons every satisfaction.

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Mr. De Souza has many BUNGALOWS to LET.

Bungalows taken care of at Rs. 30 a year each.

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JEEWANJEE & CO., the Proprietors of the Chowk Hotel, Matheran, in thanking Visitors for their very liberal Patronage extended to the Hotel in former Seasons, beg to intimate that the Hotel will be opened on the 26th inst.

The Chowk Hotel is the highest Bungalow on Matheran Hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very extensive and pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

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